

ASRS Database Report Set

Bird or Animal Strike Reports

Report Set Description	A sampling of reports referencing a bird or animal strike incident.
Update Number	8.0
Date of Update.....	February 17, 2009
Number of Records in Report Set	50
Number of New Records in Report Set.....	23
Type of Records in Report Set	For each update, new records received at ASRS will displace a like number of the oldest records in the Report Set, with the objective of providing the fifty most recent relevant ASRS Database records. Records within this Report Set have been screened to assure their relevance to the topic.

TH: 262-7

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data

SUBJECT: Data Derived from ASRS Reports

The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

ASRS reports are submitted voluntarily. The existence in the ASRS database of reports concerning a specific topic cannot, therefore, be used to infer the prevalence of that problem within the National Airspace System.

Reports submitted to ASRS may be amplified by further contact with the individual who submitted them, but the information provided by the reporter is not investigated further. Such information represents the reporting of a specific individual who is describing their experience and perception of a safety related event.

After preliminary processing, all ASRS reports are de-identified. Following de-identification, there is no way to identify the individual who submitted a report. All ASRS report processing systems are designed to protect identifying information submitted by reports, such as, names, company affiliations, and specific times of incident occurrence. There is, therefore, no way to verify information submitted in an ASRS report after it has been de- identified.

The National Aeronautics and Space Administration and its ASRS contractor, Booz Allen Hamilton, specifically disclaim any responsibility for any interpretation which may be made by others of any material or data furnished by NASA in response to queries of the ASRS database and related materials.



Linda J. Connell, Director
Aviation Safety Reporting System

CAVEAT REGARDING STATISTICAL USE OF ASRS INFORMATION

Certain caveats apply to the use of ASRS statistical data. All ASRS reports are voluntarily submitted, and thus cannot be considered a measured random sample of the full population of like events. For example, we receive several thousand altitude deviation reports each year. This number may comprise over half of all the altitude deviations that occur, or it may be just a small fraction of total occurrences.

Moreover, not all pilots, controllers, air carriers, or other participants in the aviation system, are equally aware of the ASRS or equally willing to report to us. Thus, the data reflect **reporting biases**. These biases, which are not fully known or measurable, may influence ASRS statistics. A safety problem such as near midair collisions (NMACs) may appear to be more highly concentrated in area “A” than area “B” simply because the airmen who operate in area “A” are more supportive of the ASRS program and more inclined to report to us should an NMAC occur.

One thing that can be known from ASRS statistics is that they represent the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 881 reports of track deviations in 1999 (this number is purely hypothetical), then it can be known with some certainty that at least 881 such events have occurred in 1999. Because of these statistical limitations, we believe that the **real power** of ASRS lies in the **report narratives**. Here pilots, controllers, and others, tell us about aviation safety incidents and situations in detail. They explain what happened, and more importantly, **why** it happened. The values of these narrative reports lie in their qualitative nature. Using report narratives effectively requires an extra measure of study, but the knowledge derived is well worth the added effort.

Report Synopses

ACN: 812844 (1 of 50)

Synopsis

A HAWKER HORIZON FLIGHT CREW EXPERIENCED ENGINE VIBRATION CLIMBING OUT OF FL300 AND ELECTED TO DIVERT. ON THE GROUND N1 FAN BLADES WERE FOUND TO BE DAMAGED WITH INDICATIONS OF BIRD STRIKE.

ACN: 809216 (2 of 50)

Synopsis

ACR CAPTAIN PROVIDED A DETAILED REPORT REGARDING A HIGH SPEED ABORT CAUSED BY A BIRD STRIKE, LISTING, SHAKING, YAW AND ENGINE POWER LOSS PRIOR TO THE ABORT.

ACN: 808823 (3 of 50)

Synopsis

AN MLG PILOT REPORTS A LOUD BANG AND YAW AT ABOUT 130 KTS ON TKOF. THE TKOF WAS ABORTED. FURRY ANIMAL REMAINS WERE FOUND ON THE RWY.

ACN: 808284 (4 of 50)

Synopsis

RESTRICTED VISIBILITY DUE TO BIRD STRIKE ON CAPT'S WINDSHIELD REQUIRES FO TO MAKE APCH AND LNDG.

ACN: 808079 (5 of 50)

Synopsis

FALCON FLT CREW DEPARTING TEB REPORT BIRD STRIKES AT ROTATION. WHEN FLIGHT CONTROL MODE GOES TO HIGH SPEED FLT CREW ELECTS TO RETURN FOR UNEVENTFUL LANDING.

ACN: 807925 (6 of 50)

Synopsis

AN ACR FO REPORTS A CAPT'S POOR CRM CAUSED AN UNMONITORED APCH TO A FOREIGN ARPT.

ACN: 807766 (7 of 50)

Synopsis

A320 SUFFERS BIRD STRIKE SHORTLY AFTER TKOF. CONTINUES TO DESTINATION.

ACN: 802369 (8 of 50)

Synopsis

AN ACR ACFT LANDED IN MKJS AND STRUCK FIVE SMALL SWALLOW BIRDS AFTER LCL ATC WARNED OF NUMEROUS DEAD BIRDS ON THE RWY.

ACN: 797747 (9 of 50)

Synopsis

B747 FLT CREW REPORTS REJECTED TKOF AFTER LARGE BIRD IS INGESTED DURING TKOF. SMALL BRAKE FIRE RESULTS WHICH IS HANDLED BY ARPT CFR. FLIGHT CANCELED.

ACN: 797082 (10 of 50)

Synopsis

A B767 STRUCK A BIRD ON TKOF DAMAGING AN ENG. THE ACFT RETURNED TO LAND WITH FAN BLADE DAMAGE.

ACN: 796479 (11 of 50)

Synopsis

A PILOT LANDING STRUCK A RABBIT CAUSING PROPELLER DAMAGE.

ACN: 795008 (12 of 50)

Synopsis

B737 CAPT ELECTS TO REJECT TKOF AT HIGH SPEED AFTER BIRD STRIKES.

ACN: 794002 (13 of 50)

Synopsis

SW3 SUFFERS MULTIPLE BIRD STRIKES ON INSTRUMENT APCH. GOES AROUND AND DIVERTS TO A VFR ARPT.

ACN: 792806 (14 of 50)

Synopsis

A B767-200 INGESTED A BIRD ON APPROACH. THE FLT CREW REJECTED THE NEXT TAKEOFF ATTEMPT WHEN THE SMELL OF COOKING BIRD FILLED THE COCKPIT.

ACN: 791704 (15 of 50)

Synopsis

FOLLOWING BIRD STRIKE LATE IN TKOF ROLL, B747-400 SHUTS DOWN #2 ENGINE, DECLARES EMERGENCY, DUMPS 165,000 POUNDS OF FUEL AND RETURNS TO DEP ARPT.

ACN: 791169 (16 of 50)

Synopsis

LANDING JUST AFTER SUNSET, AN ERCOUPE PLT HIT A DEER ON THE RUNWAY.

ACN: 789355 (17 of 50)

Synopsis

AN MD80 FLT CREW EXPERIENCED A BIRD STRIKE ON TAKEOFF THAT RESULTED IN SOME ENGINE DAMAGE. THEY REDUCED THE ENGINE TO IDLE THRUST, DECLARED AN EMERGENCY AND RETURNED TO DEP ARPT.

ACN: 789328 (18 of 50)

Synopsis

A BIRD NEST IN A C210 ENGINE COMPARTMENT CAUGHT FIRE AFTER LNDG. THE PILOT EXTINGUISHED THE FIRE BEFORE THE FIRE DEPT ARRIVED.

ACN: 788350 (19 of 50)

Synopsis

AN MD80 STRUCK A BIRD ON TAKEOFF. FLT CREW DECLARED AN EMERGENCY, RETURNED TO DEP ARPT AND LANDED SAFELY.

ACN: 787055 (20 of 50)

Synopsis

B757 CAPT REPORTS WINDSHEAR WARNING AT 700 FT AGL ON APPROACH. DURING RECOVERY CAPT NOTES LARGE AIRSPEED DISCREPANCY BETWEEN CAPT AND FO AIRSPEED INDICATORS.

ACN: 787052 (21 of 50)

Synopsis

FLT CREW ARRIVED AT THE ACFT TO DISCOVER THAT THE CRJ200 HAD OBVIOUSLY BEEN INVOLVED IN A BIRD STRIKE. NO ACTION HAD BEEN TAKEN TO INSPECT THE ACFT SINCE IT HAD NOT BEEN REPORTED BY THE PREVIOUS FLT CREW.

ACN: 786224 (22 of 50)

Synopsis

B757-200 FLT CREW REJECTS TKOF FOLLOWING BIRD STRIKE(S).

ACN: 782342 (23 of 50)

Synopsis

BURNING ODOR, SMOKE AND HAZE IN CABIN DRIVE DECISION FOR MD80 TO RETURN TO DEP ARPT. MAINTENANCE DETERMINED THAT A BIRD STRIKE/INGESTION ON THE INBOUND FLT WAS POSSIBLY RESPONSIBLE.

ACN: 764558 (24 of 50)

Synopsis

A C525 PLT LEVEL AT 1500 FT ON A TEB 5 DEP CLBED RAPIDLY TO 1920 FT AVOIDING FLOCK OF BIRDS. HE DSNDDED BACK TO 1500 FT WITH NO COMMENT FROM ATC.

ACN: 754698 (25 of 50)

Synopsis

C172 STRUCK A DEER WITH HORIZ STABILIZER AFTER INITIATING A GAR IN AN ATTEMPT TO AVOID THE HERD XING THE RWY.

ACN: 743307 (26 of 50)

Synopsis

B757 FLT CREW HAS MULTIPLE BIRD STRIKES DURING TKOF AND REJECTS AT 135 KNOTS.

ACN: 741708 (27 of 50)

Synopsis

A PA28 PILOT REPORTS GEESE ON THE BDR RWY CAUSING AN EMERGENCY STOP DURING LNDG ROLL TO AVOID STRIKING THEM.

ACN: 740561 (28 of 50)

Synopsis

B757 FA REPORTED A BIRD STRIKE TO THE FLT CREW. WING LEADING EDGE DAMAGE WAS DISCOVERED AND FLT CREW DECLARED EMER, LIMITING SPEED TO DEST.

ACN: 740458 (29 of 50)

Synopsis

B767-300 FLT CREW FELT ACFT VIBRATION WITH CORRESPONDING ENG VIBRATION GAUGE INDICATIONS. INSPECTION AFTER LNDG REVEALED PREVIOUS BIRD INGESTION.

ACN: 736944 (30 of 50)

Synopsis

BIRD STRIKES ON APCH RESULT IN ENGINE SHUTDOWN FOR B757-200 FLT CREW.

ACN: 734541 (31 of 50)

Synopsis

B737 CREW REPORTS BIRD STRIKE AT FL360 THAT SHATTERS OUTER PANE OF CAPTAIN'S WINDSHIELD. FLT CREW COMPLIES WITH QRH PROCEDURES AND CONTINUES TO DESTINATION AT FL 240.

ACN: 732803 (32 of 50)

Synopsis

A CV240 FLT CREW EXPERIENCED A BIRD STRIKE FOLLOWED BY AIRFRAME BUFFETING WHILE BEING VECTORED FOR APPROACH. THEY CONTINUED TO A LANDING WITHOUT CLEARANCE BECAUSE THEIR RADIO HAD FAILED.

ACN: 731798 (33 of 50)

Synopsis

A B777 ON TAKEOFF EXPERIENCED A BIRD INGESTION IN THE R ENGINE, WHICH PRODUCED A NOTICEABLE VIBRATION. FLT CREW SHUT DOWN THE ENGINE, DECLARED AN EMERGENCY, AND RETURNED TO LAND AT DEP ARPT.

ACN: 731432 (34 of 50)

Synopsis

B767 CREW HAS IN-FLIGHT ENCOUNTER WITH FLOCK OF LARGE BIRDS SHORTLY AFTER TAKE OFF, WHICH CAUSES THE LEFT ENGINE TO FAIL. THE ACFT RETURNS FOR AN EMERGENCY LANDING AT THE DEPARTURE ARPT.

ACN: 729476 (35 of 50)

Synopsis

AN A319 STRUCK BIRDS ON APCH AFTER THE LNDG GEAR WERE DOWN CAUSING AN UNSAFE GEAR INDICATION. AN EMER WAS DECLARED BUT THE LNDG WAS UNEVENTFUL.

ACN: 728763 (36 of 50)

Synopsis

B767 CREW EXPERIENCES COMPRESSOR STALL ON LEFT ENG DURING APPROACH AND CONTINUES TO LAND WITH ENG AT IDLE.

ACN: 725085 (37 of 50)

Synopsis

B737 STRIKES SEVERAL SEAGULLS ON DEPARTURE FROM SJC. CREW ELECTS TO RETURN AFTER ENGINE VIBRATIONS ARE NOTED.

ACN: 723130 *(38 of 50)***Synopsis**

SIKORSKY S-76A PLT HAS A BIRD STRIKE, DECLARES AN EMER, AND RETURNS TO DEP ARPT.

ACN: 722450 *(39 of 50)***Synopsis**

BIRD STRIKES AT 1500 FT DURING TKOF CAUSED B737-300 ENG, WING, AND LNDG LIGHT DAMAGE.

ACN: 722035 *(40 of 50)***Synopsis**

A CL65 AT 3000 FT SUSTAINED A GOOSE BIRD STRIKE ON ITS RADOME WHILE ON APCH TO PHL RWY 35.

ACN: 721810 *(41 of 50)***Synopsis**

A320 FLT CREW ENCOUNTERS BIRDS DURING TKOF ROLL, REJECTS TKOF AT MCO.

ACN: 718024 *(42 of 50)***Synopsis**

PLT OF COLUMBIA 350 IS INJURED WHEN A BIRD STRIKE OCCURS INFLT.

ACN: 716944 *(43 of 50)***Synopsis**

B757 FLT CREW HAS MULTIPLE BIRD STRIKES DURING TKOF AND REJECTS TKOF AT DFW.

ACN: 714632 *(44 of 50)***Synopsis**

AN A319 FLT CREW EXPERIENCED A BIRD STRIKE IN THE L ENG ON TKOF. WITH ABNORMAL OIL PRESSURE AND VIBRATION, THE CREW SHUT DOWN THE ENG, DECLARED AN EMER, AND RETURNED TO LAND AT DEP ARPT.

ACN: 714540 *(45 of 50)*

Synopsis

A B757-200 FLT CREW EXPERIENCED LOSS OF OIL PRESSURE ON TKOF. THEY DECLARED AN EMER AND RETURNED TO LAND OVERWT AT DEP ARPT, STRIKING 2 BIRDS IN THE LNDG FLARE.

ACN: 714222 (46 of 50)

Synopsis

B737-300 FLT CREW HAS MULTIPLE BIRD STRIKES ON TKOF AND RETURNS TO LAND AT SDF.

ACN: 711183 (47 of 50)

Synopsis

B737 DEPARTING OAK BIRD STRIKE AT ROTATION AND RETURNS TO FIELD.

ACN: 709935 (48 of 50)

Synopsis

BIRD STRIKE ON DEP RESULTS IN DAMAGE TO RADOME ON B757-200.

ACN: 708057 (49 of 50)

Synopsis

AN A320 ON DSCNT INTO LAS STRUCK A BIRD ON THE RADOME, CAUSING A 14 INCH DIAMETER DENT.

ACN: 706269 (50 of 50)

Synopsis

GULFSTREAM G11B FLT CREW HAS A BIRD INGESTED IN THE L ENG DURING TKOF, DECLARES EMER AND DIVERTS FOR LNDG.

Report Narratives

ACN: 812844

Time / Day

Date : 200811
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 30000

Environment

Flight Conditions : IMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Operator.General Aviation : Personal
Make Model Name : Hawker Horizon (Raytheon)
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Intermediate Altitude
Flight Phase.Climbout : Takeoff

Component : 1

Aircraft Component : Turbine Engine

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 80
Experience.Flight Time.Total : 4200
Experience.Flight Time.Type : 1770
ASRS Report : 812844

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Diverted To Another Airport
Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Aircraft

Narrative

XA36 DEPARTED ZZZ1. XB00 NOTICED ENG VIBRATION CLBING OUT OF FL300. DETERMINED SOURCE AS THE #2 ENG. XB02 DIVERTED TO ZZZ. XB20 TOUCHED DOWN WITHOUT INCIDENT. XB30 INSPECTED ENG AND FOUND N1 FAN BLADES BENT AND GOUGED WITH BLOOD IN THE INTAKE AND EXHAUST AREAS.

Synopsis

A HAWKER HORIZON FLIGHT CREW EXPERIENCED ENGINE VIBRATION CLIMBING OUT OF FL300 AND ELECTED TO DIVERT. ON THE GROUND N1 FAN BLADES WERE FOUND TO BE DAMAGED WITH INDICATIONS OF BIRD STRIKE.

ACN: 809216

Time / Day

Date : 200811
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : Commercial Fixed Wing
Operating Under FAR Part : Part 121
Flight Phase.Ground : Takeoff Roll

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : Flight Engineer
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 116
Experience.Flight Time.Total : 11600
Experience.Flight Time.Type : 2150
ASRS Report : 809216

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Ground Encounters : Animal
Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Rejected Takeoff

Assessments

Problem Areas : Aircraft
Problem Areas : Environmental Factor

Narrative

ATTEMPTED TKOF ON RWY 17 AT ZZZ. THE FO WAS AT THE CTLS. HE HAD BEEN OBSERVING A BIRD SOAR ABOVE THE R SIDE OF THE RWY FAR AHEAD DURING MOST OF THE TKOF ROLL. IT BECAME APPARENT WHEN IT BEGAN TO TURN L, TOWARD THE RWY, THAT IT MIGHT BECOME A FACTOR TO US AS WE APCHED THE CRITICAL TKOF SPD ARENA. V1 WAS COMPUTED AT 137 KTS. BEFORE THE BIRD DOVE, I REMEMBER BEING ABOUT 10 KTS LESS THAN V1. THERE WAS ENOUGH TIME, WHICH IN HINDSIGHT SEEMS LIKE 1/2 A MIN, TO CHANGE THOUGHTS FROM 'IT WILL STAY ABOVE US,' TO 'UH OH, NOW WHAT IS PLAINLY A LARGE BIRD JUST PASSED BY ON OUR R,' TO 'IT LOOKS LIKE WE MISSED IT,' TO OBSERVING THE ACFT SHAKE, BEGIN TO YAW, AND SEEING ENG INSTS CONFIRM A PWR LOSS ON THE R ENG. I RECALL CALLING OUT 'ABORT,' THEN ACCOMPLISHED THE MANEUVER AUTOMATICALLY JUST AS WE TRAIN IN THE SIMULATOR. I DO NOT SPECIFICALLY RECALL VERBALIZING 'I HAVE THE ACFT,' BUT I DO KNOW THAT WE BOTH REVERTED TO THE ROLES AS WE TRAIN, FO IMMEDIATELY CALLED OUT 'SPOILERS UP,' AND ALL WAS WELL UNTIL WE APCHED TAXI SPD WHERE I THOUGHT I HAD KICKED OFF THE AUTOBRAKES AND ATTEMPTED TO SMOOTHLY TRANSITION TO TAXI SPD, BUT THE ACFT CONTINUED TO SLOW AGGRESSIVELY AND LURCHED ABRUPTLY AS, I SUSPECT, WE SLOWED BELOW 10 KTS AND POSSIBLY SKIDDED TO A HALT BEFORE I COULD DISARM THE AUTOBRAKES. FO WAS RIGHT ON THE PA EXPLAINING THE UNCOMFORTABLE STOP TO CALM THE PAX AS HE ASKED THEM TO STAY SEATED JUST LIKE WE BRIEFED WHEN WE BEGAN THE ROTATION. WE NOTIFIED TWR ABOUT THE BIRD, LET THEM KNOW THAT WE HAD PROBABLE ENG DAMAGE, VERIFIED THAT THE PAX REMAINED SEATED, CHKD WITH THE FLT ATTENDANTS, AND EXITED THE RWY. I CALLED FOR AN IMMEDIATE R ENG SHUTDOWN, EXPECTING THAT IT SUSTAINED DAMAGE. AFTER ASKING TWR IF THEY SAW ANYTHING UNUSUAL ON OUR R ENG (I THINK I ASKED ABOUT SMOKE SPECIFICALLY, AND GOT A NEGATIVE RESPONSE), I ELECTED TO CONTINUE TO TAXI BACK AS FAR AS XING RWY 16L BEFORE CONTACTING MAINT FOR THEIR DESIRES CONCERNING HOT BRAKES. AFTER COORDINATING WITH MAINT AND OPS, WE RETURNED TO THE TERMINAL AS GND CREWS PREPARED TO HANDLE THE HOT BRAKES AND PROBABLY IMPENDING FLAT TIRES. THE LEAD FLT ATTENDANT ALSO MADE SEVERAL PAX-CALMING ANNOUNCEMENTS AS WE TAXIED IN. NO ONE WAS HURT. THERE WAS VISIBLE DAMAGE TO AT LEAST 3 FAN BLADES ON THE R ENG. SHORTLY AFTER PARKING, ALL MAINS DID GO FLAT. DURING OUR CREW DEBRIEF, THE FLT ATTENDANT WHO HAD BEEN SITTING IN THE AFT CABIN DESCRIBED WHAT SOUNDED LIKE REPEATED COMPRESSOR STALLS DURING THE ABORT. POINTS TO CONSIDER AFTER THE FACT AND LESSONS LEARNED: 1) IT IS AMAZING HOW QUICKLY THE MIND WORKS AS ONE CONSIDERED OPTIONS. JUST AFTER THE POINT WHERE I HAD DECIDED IT WOULD BE OK, WE WILL GO UNDER THE BIRD, IT DOVE DOWN. 2) THE BIRD DIVING GRABBED MY ATTN RIGHT AT THE DECISION POINT OF THE TKOF. 3) I DO NOT KNOW POSITIVELY, DUE TO ATTN TO THE BIRD, WHAT OUR PRECISE SPD WAS WHEN THE ENG LOST PWR, BUT SUSPECT BELOW V1. 4) WE COORDINATED VIA RADIO SEVERAL MINS PRIOR TO PARKING, WITH MAINT AND THE GND CREW, THROUGH RAMP CTL, CONCERNING THE HOT BRAKES PRIOR TO APCHING THE GATE AREA. HOWEVER, I WAS UNABLE TO STOP A RAMP WORKER FROM APCHING THE L MAIN WITH A SET OF CHOCKS AS WE PARKED. I EXPECTED THEM TO HAVE ONLY CHOCKED THE NOSE TIRE IN THIS CASE. I DO NOT KNOW WHETHER THEY WERE, IN FACT, INFORMED OF THE POSSIBLE DANGER BEFORE WE ARRIVED. I DO NOT KNOW WHAT THE PROC IS FOR GND CREWS IN DEALING WITH HOT BRAKES, BUT AFTER THIS EXPERIENCE WOULD

NOT APCH THE GATE WITHOUT SOME POSITIVE CONFIRMATION THAT THE GND CREW HAS BEEN NOTIFIED TO STAY AWAY FROM THE MAIN GEAR AREA. 5) MY CONCERNS WERE BOTH FOR THE SAFETY OF THE GND CREW AND THE LIKELY POSSIBILITY OF BEING STRANDED FAR FROM THE TERMINAL WHEN THE FUSE PLUGS MELTED, BUT DID NOT WANT TO RELY ON THE FUSE PLUGS WORKING PROPERLY FOR EVERYONE'S SAFETY. IN HINDSIGHT, IT WOULD HAVE BEEN MORE PRUDENT TO HAVE PARKED AWAY FROM THE TERMINAL. IT WOULD HAVE BEEN LESS CONVENIENT FOR EVERYONE INVOLVED, BUT ERRING ON THE SIDE OF CAUTION NEVER HURTS. I DO NOT KNOW THE ODDS OF FUSE PLUGS NOT WORKING AS DESIGNED, BUT TRUSTING THEM TO WORK IS A BIT LIKE TRUSTING THE SAFETY ON AN ARMED WEAPON. 6) DURING DEBRIEF, BTWN MAINT, CREW TRACKING, DUTY PLT, CHIEF PLT SUPPORT CTR, FAA, CALL TO TWR, AND OTHERS, I NEGLECTED TO PULL THE CVR CIRCUIT BREAKER. FO REALIZED THIS AS I WAS FILLING OUT RPTS MUCH LATER AND HE REFED OUR FOM. BY THIS TIME, I THINK 2 HRS HAD PASSED SO I DID NOT ATTEMPT TO PULL IT. IT SOUNDED LIKE THE FDR AND POSSIBLY CVR WERE BEING PULLED ALREADY IN CASE THE FAA WANTED AN INVESTIGATION DUE TO THE HIGH SPD NATURE OF THIS ABORT.

Synopsis

ACR CAPTAIN PROVIDED A DETAILED REPORT REGARDING A HIGH SPEED ABORT CAUSED BY A BIRD STRIKE, LISTING, SHAKING, YAW AND ENGINE POWER LOSS PRIOR TO THE ABORT.

ACN: 808823

Time / Day

Date : 200810
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Make Model Name : Medium Large Transport
Flight Phase.Ground : Takeoff Roll

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
ASRS Report : 808823

Events

Anomaly.Ground Encounters : Animal
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Eng Sound
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Rejected Takeoff
Consequence.Other : Aircraft Damaged
Consequence.Other

Assessments

Problem Areas : Aircraft
Problem Areas : Environmental Factor

Narrative

TAKING OFF, WE HEARD A VERY LOUD BANG ACCOMPANIED BY A SUDDEN ACFT JOLT AND YAW MOMENTARILY AT ABOUT 130 KTS. ABORTED THE TKOF, CAME TO A FULL STOP ON THE RWY, MADE PA TO CABIN TO REMAIN SEATED, ASKED TWR IF THEY SAW ANY SMOKE OR ANYTHING UNUSUAL ON OR AROUND THE ACFT. THE CTLR TOLD US THAT EVERYTHING LOOKED NORMAL. WE TOLD HIM WHAT HAPPENED AND THAT WE WILL GO BACK TO THE GATE TO FURTHER

INVESTIGATE. WHILE TAXIING, WE TALKED TO THE CABIN CREW AND THEY TOLD US THAT DURING THE LOUD BANG, PAX SITTING ON THE L SIDE OF THE ACFT SAW A LARGE BALL OF FLAME COMING OUT OF THE L ENG FOR A SECOND. ENG INDICATIONS WERE NORMAL, BUT WE DECIDED TO SHUT #1 DOWN AT THIS POINT ANYWAY. ONCE WE GOT ON THE TXWY, THE TWR CTLR TOLD US AGAIN THAT EVERYTHING LOOKS GOOD ON THE OUTSIDE. ONCE WE GOT BACK TO THE GATE, THE MECHS QUICKLY INVESTIGATED AND TOLD US THAT WE INGESTED A RATHER LARGE ANIMAL. ARPT MAINT WENT OUT TO THE RWY AND ACCORDING TO THEM, THEY FOUND PIECES OF FUR ON THE PAVEMENT. WE FOUND NO PHYSICAL DAMAGE ON THE ACFT OTHER THAN EVIDENCE OF INGESTION ON THE L ENG. THERE WERE NO INJURIES AMONG CREW OR PAX. MAINT GNDDED THE PLANE AND THE FLT WAS CANCELED. ACCORDING TO OUR SOP, 'TIRE FAILURE FROM V1-20 KTS TO V1 IS NOT CAUSE FOR AN RTO.' IN REALITY, IN A CASE LIKE OURS WAS, WITHOUT ANY OTHER INDICATIONS, IT IS VERY DIFFICULT IF NOT IMPOSSIBLE TO POSITIVELY DISTINGUISH BTWN A TIRE FAILURE, OR A MORE SERIOUS SOURCE OF PROB. WE WERE APCHING V1 RAPIDLY. WHAT WE FELT HAPPENING TO THE ACFT FELT JUST LIKE BLOWING A TIRE. THAT IN FACT WAS MY FIRST THOUGHT. WE WERE DOING ABOUT 130 KTS WHEN THIS HAPPENED AND I DECIDED TO ABORT AT THAT SPD, HOPING THAT I DIDN'T DO AN RTO FOR A BLOWN TIRE. I WAS WORRIED ABOUT THE CONSEQUENCES OF MY DECISION IN CASE WE INDEED ONLY HAD A TIRE FAILURE. (V1 WAS 137 KTS, IF I REMEMBER RIGHT).

Synopsis

AN MLG PILOT REPORTS A LOUD BANG AND YAW AT ABOUT 130 KTS ON TKOF. THE TKOF WAS ABORTED. FURRY ANIMAL REMAINS WERE FOUND ON THE RWY.

ACN: 808284

Time / Day

Date : 200809
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : DCA.Airport
State Reference : VA
Altitude.MSL.Single Value : 7800

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : PCT.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : A319
Operating Under FAR Part : Part 121
Flight Phase.Descent : Intermediate Altitude
Route In Use.Arrival.STAR : OJAY

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
ASRS Report : 808284

Events

Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Unable
Resolatory Action.Other

Assessments

Problem Areas : Environmental Factor

Narrative

ON OJAY ARR FOR RWY 19 AT DCA. ALT 7000 FT. BIRD STRUCK CAPT'S WINDSHIELD. THERE WAS NO APPARENT ACFT DAMAGE BUT FORWARD VISIBILITY OUT CAPT'S WINDSHIELD WAS NEARLY TOTALLY OBSTRUCTED BY BIRD'S REMAINS. XFER PF DUTIES TO FO, HE FLEW THE RIVER VISUAL TO RWY 19 AND MADE A NORMAL LNDG WITHOUT INCIDENT.

Synopsis

RESTRICTED VISIBILITY DUE TO BIRD STRIKE ON CAPT'S WINDSHIELD REQUIRES
FO TO MAKE APCH AND LNDG.

ACN: 808079

Time / Day

Date : 200810
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ
Altitude.AGL.Bound Lower : 10
Altitude.AGL.Bound Upper : 20

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : TEB.Tower
Operator.Common Carrier : Air Carrier
Operator.General Aviation : Corporate
Make Model Name : Dassault-Breguet Undifferentiated or Other Model
Operating Under FAR Part : Part 91
Navigation In Use.Other : FMS or FMC
Flight Phase.Climbout : Takeoff
Route In Use.Departure.SID : N/A

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 5000
Experience.Flight Time.Type : 1000
ASRS Report : 808079

Events

Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Landed As Precaution
Resolatory Action.Other
Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Environmental Factor

Narrative

SEVERE CLR CONDITIONS, WE WERE CLRED FOR TKOF ON RWY ABOUT 3 MINS AFTER A SMALL CITATION JET DEPARTED. ACCELERATED DOWN RWY AND AFTER PASSING V1, PNF NOTICED BIRDS, THEN PF NOTICED BIRDS. BIRDS WERE ALL SITTING ON THE CTRLINE OF THE RWY. SINCE WE WERE PASSED V1 WE WERE COMMITTED TO GO FLYING. AT VR, STARTED A GENTLE ROTATION AT 125 KTS AND ACCELERATING. UPON BRAKING GND, BIRDS SAW ACFT AND DECIDED TO FLY. ACFT AND BIRDS MET AT APPROX 10-20 FT ABOVE RWY. LOUD IMPACT ON L SIDE OF ACFT. NO ABNORMAL ENG INDICATIONS. IN THE TURN ON DEP, NOTICED FLT CTLS WENT INTO HIGH SPD MODE MAKING THEM STIFF. AT THAT POINT, WE ASKED THE TWR FOR AN IMMEDIATE RETURN TO FIELD. RETURN WAS GRANTED AND WE FLEW R TFC TO OUR DEP RWY AND LANDED. DAMAGE WAS TO L SIDE STALL/ANGLE OF ATTACK VANE, #1 ENG INLET AND GENERATOR INLET, R INBOARD LEADING EDGE SLAT, AND R OUTBOARD LEADING EDGE SLAT.

Synopsis

FALCON FLT CREW DEPARTING TEB REPORT BIRD STRIKES AT ROTATION. WHEN FLIGHT CONTROL MODE GOES TO HIGH SPEED FLT CREW ELECTS TO RETURN FOR UNEVENTFUL LANDING.

ACN: 807925

Time / Day

Date : 200810
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 11000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZZ.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : Large Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
ASRS Report : 807925

Events

Anomaly.Inflight Encounter : Birds
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Unable

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

WHILE ENRTE TO ZZZZ WE WERE CLRED DIRECT TO THE VOR BUT TO EXPECT THE ILS DME VOR RWY 9 APCH. AS THE CAPT PROGRAMMED THE FMC FOR THE DSCNT PROFILE, I NOTED THE CAPT MADE THE BEGINNING OF THE D30 MGA (NOT THE SAME DESIGNATION AS THE FMC DATABASE) SEGMENT LEG XING ALT TO BE THE SAME AS THE MEA FOR THAT SEGMENT. THIS IS THE SECOND TIME I HAVE NOTED THIS SAME PROGRAMMING ERROR IN AS MANY WKS ON THE SAME TRIP SEQUENCE AND ATC ROUTING. ON THE PREVIOUS FLT, I DISCUSSED THE PROGRAMMING OF THE DSCNT PROFILE WITH THE CAPT, AND WE AGREED AND CONCURRED ON THE FIX AND AGREED ON THE XING ALT OF THE BEGINNING SEGMENT LEG SHOULD BE THE PRIOR SEGMENT'S MEA. I BACKED UP THE DSCNT

PROFILE BY TUNING THE VOR, SELECTING IT, AND NOTED THE DME AS A BACKUP TO THE FMC PROGRAMMED DSCNT PROFILE. DURING THE PRIOR 2 DAYS OF FLYING ON THIS FLT HOWEVER, I HAD LEARNED THE CAPT IS INTOLERANT OF FO INPUT. IN ORDER TO PREVENT A SUBSEQUENT LECTURE/RATIONALIZATION/UNRESOLVED CONTINUING DISCUSSION, THEREBY LEAVING THE APCH PHASE OF FLT SUBSTANTIALLY UNDER MONITORED, I ENSURED TERRAIN CLRNC BY NOTING/ENSURING WE WERE IN RADAR CONTACT, TERRAIN AVOIDANCE WAS SELECTED, AND I HAD VISUAL GND CONTACT PRIOR TO DSNDRG BELOW THE CURRENT SEGMENT MEA. I DID NOT TUNE AND SELECT THE VOR AS A BACKUP BECAUSE I FEARED THIS WOULD PROVOKE THE CAPT INTO A PROCEDURAL LECTURE, OR BRISK RATIONALIZATION OR JUST PLAIN RANT AND DISTRACTING ME, AGAIN LEAVING THE FLT FOR ALL PRACTICAL PURPOSES UNDER MONITORED. I KNOW IT IS IN VIOLATION OF COMPANY POLICY AS STATED IN PART 1, TO DSNDRG BELOW THE MEA, BUT BELIEVED THIS WAS THE SAFEST MOST OPTIMUM FLT PROFILE I COULD MAKE GIVEN THE CIRCUMSTANCES. THIS IS THE MOST UNCOMFORTABLE I HAVE EVER BEEN IN MY ENTIRE 32 YRS OF CIVIL, MIL AND COMMERCIAL FLYING. THE REST OF THE APCH WAS RELATIVELY UNEVENTFUL WITH THE EXCEPTION OF 2 EVENTS. FIRST, I WAS THE PF AND WHEN I INFORMED THE CAPT I HAD THE FIELD IN SIGHT WHILE TURNING BASE TO FINAL, I WAS REBUKED BY THE CAPT BY STATING 'THAT'S NOT WHAT HE WANT TO HEAR,' WHAT HE WANT TO HEAR IS 'ESTABLISHED ON THE LOC.' APCH MODE FAILED OR WAS NOT SELECTED TO CAPTURE THE LOC AND VNAV DIRECTED THE TURN TO FINAL. THE CAPT RPTED 'ESTABLISHED ON THE LOC.' I INFORMED THE CAPT: 'WE ARE R OF COURSE' 1 DOT. I WAS ALREADY CORRECTING AND THE CAPT ORDERED 'GET BACK ON COURSE.' I ESTABLISHED THE FLT ON COURSE AND GS. SUBSEQUENTLY, A LOUD IMPACT WAS HEARD IN THE COCKPIT. NOTING NO CAUTION OR WARNING LIGHTS ILLUMINATED AND I ANNOUNCED, 'BIRD STRIKE' THE CAPT RESPONDED, 'I HOPE NOT, THAT WAS YOUR WATER BOTTLE EXPLODING.' AFTER THE PARKING CHKLST WAS COMPLETED I SHOWED THE CAPT MY WATER BOTTLE HAD NOT EXPLODED. THE CAPT RESPONDED: 'SEE IT COLLAPSED.' I PROCEEDED TO DO A POSTFLT AND SPOTTED THE BIRD STRIKE AND RPTED IT TO THE CAPT. WHAT I SHOULD HAVE DONE IS CALLED OFF THE SEQUENCE ONCE I REALIZED NORMAL CRM HAD FAILED BTWN THIS CAPT AND MYSELF BUT DIDN'T BECAUSE I HAD ON THE FIRST DAY OF THE TRIP DISCUSSED THE DSCNT PROFILE I HAD EXPERIENCED ON THE PRIOR TRIP AND WAS ASSURED THE CAPT WOULD KNOW HOW TO PROGRAM THE FMC WHEN 'FIX XING ALTS' ARE ABSENT OR DIFFER FROM PUBLISHED ALTS. I WAS TARGET FIXATED ON COMPLETING THIS 4-DAY SEQUENCE AND THOUGHT I ONLY HAD 2 MORE LEGS TO GET THROUGH. THIS CAPT ALSO ROUTINELY IGNORES COMPANY RULES AND POLICIES, AND INTL COM PROCS. FIRST THE CAPT LOADS THE FMC AND DOES NOT CROSS-CHK THE RTE AND LEGS PAGES WITH THE FO. SECONDLY, THE CAPT DIRECTS THE FO NOT TO CALL HAVANA CTL 10 MINS PRIOR TO THE FIR BOUNDARY BECAUSE DOING SO, 'CAUSES CONFUSION.'

Synopsis

AN ACR FO REPORTS A CAPT'S POOR CRM CAUSED AN UNMONITORED APCH TO A FOREIGN ARPT.

ACN: 807766

Time / Day

Date : 200810
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 120

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : A320
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Initial

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
ASRS Report : 807766

Events

Anomaly.Inflight Encounter : Birds
Anomaly.Other Anomaly.Other
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Anomaly Accepted
Consequence.Other

Assessments

Problem Areas : Aircraft
Problem Areas : Environmental Factor
Problem Areas : Flight Crew Human Performance

Narrative

AFTER TKOF IN VMC AT ABOUT 100 FT AGL AND APPROX 160 KTS, HEARD A LOUD THUD WHILE AIRBUS 320 YAWED QUICKLY TO THE L. ACFT QUICKLY RECOVERED TO A NORMAL FLT PATH. TWR CALLED ON RADIO AND SAID THEY SAW SMOKE EMIT FROM L ENG RIGHT AFTER TKOF AND ASKED OUR INTENTIONS. I STABILIZED FLT PATH, CLEANED UP ACFT AND CONTINUED INITIAL PHASE OF DEP. FO RADIOED TWR THAT WE NEEDED TO DETERMINE PROB AND CONDITION

OF ACFT AND WE WOULD GET BACK WITH THEM. THERE WAS A STRONG 'BURNING ANIMAL' SMELL THROUGHOUT THE INTERIOR OF THE ACFT. ALL ENG INDICATIONS INDICATED NORMAL AND THERE WAS NO VIBRATION OF ACFT OR ANY CTL PROBS OF ANY KIND. I ELECTED TO CONTINUE FLT TO DEST AND FO INFORMED TWR/DEP CTL OF OUR INTENTIONS. DURING DEP, I LEVELED OFF ACFT AT 10000 FT AND PULLED BACK BOTH PWR LEVERS. AGAIN, ALL ENG INDICATIONS WERE NORMAL, NO VIBRATION NOTED, AND ALL ACFT CTLS WORKED NORMALLY. I INFORMED PAX THAT WE PROBABLY HAD A BIRD STRIKE AND THAT EVERYTHING APPEARED TO BE NORMAL AND THAT WE WOULD CONTINUE OUR FLT. CONTINUED TO DEST WHILE MONITORING ENG INSTS. ENCOUNTERED NO FURTHER PROBS, NOTIFIED COMPANY, WROTE UP A BIRD STRIKE, AND MADE AN UNEVENTFUL APCH AND LNDG. AFTER STOPPING AT GATE, FO AND MYSELF INSPECTED L ENG. ENG APPEARED UNDAMAGED, BUT STILL HAD THE BURNING BIRD SMELL AND THERE WERE 2 FEATHERS IN THE AFT SECTION OF THE ENG.

Synopsis

A320 SUFFERS BIRD STRIKE SHORTLY AFTER TKOF. CONTINUES TO DESTINATION.

ACN: 802369

Time / Day

Date : 200808

Place

Locale Reference.Airport : ZZZZ.Airport
State Reference : FO
Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC
Weather Elements : Thunderstorm
Weather Elements.Other
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : Large Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
ASRS Report : 802369

Person : 2

Affiliation.Government : Foreign
Function.Controller : Local

Events

Anomaly.Inflight Encounter : Birds
Independent Detector.Other.ControllerA : 2
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Anomaly Accepted
Consequence.Other

Assessments

Problem Areas : Airport
Problem Areas : Environmental Factor
Problem Areas : Flight Crew Human Performance

Narrative

UPON BEING CLRED FOR A VISUAL AND CLRED TO LAND AT MBJ, TWR SAID THAT THE PREVIOUS ACFT HAD RPTED NUMEROUS DEAD BIRDS ON THE RWY. TWR SAID THAT RWY 7 WAS NOW CLOSED DUE TO BIRD ACTIVITY WHICH WE THOUGHT WAS AN ODD CALL FROM THE TWR. WHY? WE ASKED THE TWR TO GIVE US A MORE SPECIFIC RPT -- KIND OF BIRDS, SIZE, LOCATION OF DEAD BIRDS, ETC. HE COULD NOT COME WITH ANY ANSWERS. WE HAD 11100 LBS OF FUEL, WE WERE GOOD FOR KINGSTON (OUR ALTERNATE), BUT WE KNEW KINGSTON WOULD BE IN WORSE SHAPE SINCE HURRICANE 'A' HAD HIT IT HARDER THAN HURRICANE 'B.' WE THOUGHT OF FLYING TO MIA, BUT WITH THAT FUEL AND THE WX WE HAD JUST FLOWN THROUGH, WE KNEW IT WOULD BE VERY RISKY. KINGSTON WAS ANOTHER QUESTIONABLE PLACE TO GO TO. WE ASKED THE TWR FOR A FLY-BY AT 1000 FT AGL TO OBSERVE THE RWY. UPON MAKING THE FLY-BY WE CLBED TO PATTERN ALT 1500 FT, AND DECIDED THERE WAS NOTHING THAT INDICATED IT WOULD BE UNSAFE TO LAND. WE TOLD TWR THAT IF THEY HAD THE ARPT OPEN THAT WE WANTED TO LAND. HE SAID THE RWY WAS OPEN AND WE WERE CLRED TO LAND, NOTHING ELSE WAS ADDED TO THE CLRNC. WE LANDED AND WE SAW NUMEROUS FLOCKS OF 'SWALLOW' BIRDS THAT WERE PRETTY MUCH FLYING ALL OVER THE EDGE OF THE RWY WITH SOME FLYING OVER THE RWY AS THEY WERE PUSHED TO THE OCEAN BY THE STRONG XWINDS. UPON EXAM OF THE ACFT AT THE GATE, WE FOUND THERE WERE 5 BIRD 'SWALLOW' STRIKES IN THE LEADING EDGE AND UNDERNEATH THE FLAP AREA WITH NO VISIBLE DAMAGE. THESE ARE VERY SMALL BIRDS. WE CALLED MAINT, THEY DID AN INSPECTION AND WE LEFT MBJ BACK TO ZZZ. THERE WERE OTHER ACFT LNDG AND TAKING OFF AFTERWARD.

Synopsis

AN ACR ACFT LANDED IN MKJS AND STRUCK FIVE SMALL SWALLOW BIRDS AFTER LCL ATC WARNED OF NUMEROUS DEAD BIRDS ON THE RWY.

ACN: 797747

Time / Day

Date : 200807
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft : 1

Controlling Facilities.Tower : ZZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B767-300 and 300 ER
Operating Under FAR Part : Part 121
Flight Phase.Ground : Takeoff Roll

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 40
Experience.Flight Time.Total : 5000
Experience.Flight Time.Type : 7000
ASRS Report : 797747

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 230
Experience.Flight Time.Total : 15000
Experience.Flight Time.Type : 7500
ASRS Report : 797746

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Crew : Relief Pilot
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Total : 15000
Experience.Flight Time.Type : 2000
ASRS Report : 797169

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Ground Encounters : Animal
Anomaly.Other Anomaly
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Eng Inst
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Rejected Takeoff
Consequence.Other : Aircraft Damaged
Consequence.Other
Consequence.Other

Assessments

Problem Areas : Airport
Problem Areas : Environmental Factor

Narrative

DURING TKOF ROLL, AT APPROX 100 KTS, CAPT CALLED OUT 'BIRD.' I SAW AN EXTREMELY LARGE HAWK WITH A 4+ FT WING SPAN SITTING ON THE RWY. AS WE APCHED, IT ATTEMPTED TO FLY AWAY. AFTER SEVERAL MANEUVERS, THE BIRD PASSED BY THE COCKPIT ON L SIDE WITH A SUBSEQUENT VERY LOUD BANG AND ENG SURGE. I CALLED 'ABORT' AND THE CAPT EXECUTED THE ABORT AT 121 KTS. REJECTED TKOF ENGAGED WITH NO ISSUES NOTED. AFTER CALL TO TWR ABOUT ABORTING, TWR QUERIED IF ASSISTANCE WAS REQUIRED AND AFTER A BRIEF DISCUSSION WITH THE CREW WE DECIDED AGAINST IT DUE TO THE LOWER AIRSPD ABORT WHICH WAS INITIATED. RELIEF PLT RAN BRAKE COOLING CHART AND WE WERE CLOSE TO THE MELT ZONE. UPON CLRING THE RWY AND TAXIING TO THE GATE, THE BRAKE TEMP ANNUNCIATOR LIGHT ILLUMINATED. THE CAPT DECIDED TO REQUEST FIRE FIGHTING EQUIP AS A PRECAUTION AND WE WERE DIRECTED TO TAXI TO A DEICE PAD. FIRE CREW TOLD APRON WHO TOLD US A 'SMALL FIRE, UNDER CTL ON THE RIGHT TIRES/SIDE.' EVAC WAS DISCUSSED AND WE DECIDED AGAINST IT AT THAT TIME. AFTER NORMAL PRECAUTIONS, PAX AND CREW WERE OFF-LOADED WITH NO INCIDENTS.

Synopsis

B747 FLT CREW REPORTS REJECTED TKOF AFTER LARGE BIRD IS INGESTED DURING TKOF. SMALL BRAKE FIRE RESULTS WHICH IS HANDLED BY ARPT CFR. FLIGHT CANCELED.

ACN: 797082

Time / Day

Date : 200807

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : Marginal

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B767-300 and 300 ER
Operating Under FAR Part : Part 121
Flight Phase.Ground : Takeoff Roll

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 105
Experience.Flight Time.Total : 15000
Experience.Flight Time.Type : 1800
ASRS Report : 797082

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Total : 6800
Experience.Flight Time.Type : 165
ASRS Report : 796343

Events

Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Landed In Emergency Condition
Consequence.Other : Aircraft Damaged
Consequence.Other

Assessments

Problem Areas : Environmental Factor

Narrative

ON TKOF ROLL OUT OF ZZZ RWY 25 AT APPROX 100 KTS, WE SAW A BIRD GO UNDER THE NOSE AND HEARD A BANG LIKE IT HIT THE ACFT BUT WE WEREN'T SURE WHERE. AFTER TKOF WE FELT SOME VIBRATION AND HEARD THE L ENG LOUDER THAN NORMAL. WE NOTICED THAT L ENG N1 VIB WAS AT 5.0 WHILE R ENG WAS BELOW 1.0. ALL OTHER INDICATIONS LOOKED NORMAL ON BOTH ENGS. WE LEVELED OFF AT 10000 FT MSL AND WHEN THE PWR CAME BACK, THE VIBRATION STOPPED AND N1 VIB ALSO WAS NORMAL. HOWEVER, WHEN WE STARTED A CLB TO 15000 FT MSL, THE VIBRATION RETURNED AND THE INDICATION WAS ABOUT 4.7. AT THIS TIME THE FLT ATTENDANTS AT 1L AND 2L CALLED TO TELL US ABOUT THE VIBRATION. WE THEN REDUCED THE PWR IN THE CLB TO KEEP VIBRATIONS DOWN AND CONTINUED UP TO FL190 SINCE WE WERE APCHING HIGH TERRAIN AND WE WERE IN AND OUT OF WX DUE TO TSTM IN THE FOOTHILLS. WE INITIATED A CALL TO MAINT AND DID A LITTLE TROUBLESHOOTING BASICALLY FIGURING THAT A BIRD HAD PROBABLY BEEN INGESTED IN THE L ENG AND WAS CAUSING THE VIBRATION. ANYTIME WE ADVANCED THE THROTTLE TOWARDS CLB PWR THE INDICATIONS RETURNED SO WE ELECTED TO RETURN TO ZZZ. WE LEFT THE ENG AT LOWER PWR SO THERE WAS NO REAL PROB WITH ANY MORE VIB. WE ELECTED TO LEAVE THE ENG RUNNING AND DID NOT DECLARE AN EMER. ZZZ CTL VECTORED US IN FAIRLY QUICKLY AND WE LANDED UNEVENTFULLY. NICE JOB BY EVERYONE. LOOKED AT THE ENG AFTER LNDG AND SAW 2 BLADES BENT BUT NO BIRD REMAINS.

Synopsis

A B767 STRUCK A BIRD ON TKOF DAMAGING AN ENG. THE ACFT RETURNED TO LAND WITH FAN BLADE DAMAGE.

ACN: 796479

Time / Day

Date : 200807
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : PA-31P Navajo P
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach
Flight Phase.Landing : Roll
Route In Use.Approach : Visual

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 80
Experience.Flight Time.Total : 13000
Experience.Flight Time.Type : 300
ASRS Report : 796479

Events

Anomaly.Ground Encounters : Animal
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Insufficient Time
Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Airport
Problem Areas : Environmental Factor

Narrative

DURING LNDG ROLL WITH THE PROP IN BETA RANGE AFTER LNDG AT ZZZ, I SAW SEVERAL RABBITS RUNNING CROSS THE RWY IN FRONT OF MY ACFT AND ONE OF THEM COLLIDED WITH AN ENG PROP BLADE. DURING THE POSTFLT, I FOUND THE PROP BLADE WAS BENT (APPROX 8 INCH LONG FROM THE TIP), AND THAT WAS

THE ONLY DAMAGE TO THE ACFT. THE RWY HAS RWY LIGHTS AND TXWY LIGHTS AND THEY WERE ON. I DIDN'T USE THE FOOT BRAKES BECAUSE THE ACFT WAS STILL MOVING FAST ENOUGH AND RABBITS WERE TOO CLOSE TO STOP. THE WX RADAR WAS ON FOR MAPPING AND SCARING BIRDS, BUT IT DID NOT SEEM TO WORK TO SCARE RABBITS. LOW FLY OVER THE RWY BEFORE LNDG MIGHT WORK.

Synopsis

A PILOT LANDING STRUCK A RABBIT CAUSING PROPELLER DAMAGE.

ACN: 795008

Time / Day

Date : 200807
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B737-300
Operating Under FAR Part : Part 121
Flight Phase.Ground : Takeoff Roll

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 235
Experience.Flight Time.Type : 2600
ASRS Report : 795008

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 174
Experience.Flight Time.Type : 7000
ASRS Report : 795012

Events

Anomaly.Ground Encounters : Animal
Anomaly.Non Adherence : Company Policies
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Flight Crew : Rejected Takeoff
Consequence.Other

Assessments

Problem Areas : Environmental Factor
Problem Areas : Flight Crew Human Performance

Narrative

I WAS THE PNF. WX WAS NEAR PERFECT WITH LIGHT WINDS AND VFR CONDITIONS. WE WERE PUT INTO POS AND HOLD BEHIND A DEPARTING COMPANY ACFT. ANOTHER COMPANY ACFT WAS ON A 2-3 MI FINAL WHEN WE WERE CLRED FOR TKOF. ALL PARAMETERS WERE NORMAL AND ALL CALLOUTS WERE MADE. AFTER THE 80 KTS CALLOUT AND BEFORE V1 AT 125 KTS, THE CAPT ABORTED THE TKOF. I SAW NO REASON FOR THE ABORT AND DID NOT KNOW WHY WE WERE ABORTING AT THE TIME. I TOLD THE TWR THAT WE WERE ABORTING AND THEY HAD US CLR THE RWY. AFTER CLRING THE RWY I ASKED THE CAPT THE REASON FOR THE ABORT AND AFTER PROMPTING FOUND OUT THAT HE DECIDED TO ABORT DUE TO A BIRD STRIKE. WE PULLED OFF THE RWY AND WORKED WITH ATC AND RAN THE ABORT CHKLIST IN THE QRH. THE CAPT BRIEFLY SET THE PARKING BRAKE (2 SECONDS MAX) AS I STARTED TO RUN THE CHKLIST, WHICH STATES NOT TO SET THE PARKING BRAKE. WE USED THE PERFORMANCE COMPUTER TO FIND OUT OUR COOLING TIME. WE HAD THE FIRE TRUCKS COME OUT DUE TO HOT BRAKES. ONE TIRE DID MELT THE FUSE PLUGS AND THUS WENT FLAT. AFTER THE COOLING TIME WAS REACHED WE WERE TOWED BACK TO THE GATE. COM WAS LACKING HERE, MY SCAN AS THE PNF WAS MORE INSIDE THAN OUTSIDE ON THE TKOF ROLL. THUS, I DID NOT SEE THE BIRDS OR KNOW WHY THE CAPT HAD DECIDED TO ABORT. BEING OUT OF THE LOOP CONCERNED ME. A HIGH SPD ABORT IS SOMETHING NOT TO TAKE LIGHTLY. NOT KNOWING WHY WE ABORTED MADE IT DIFFICULT FOR ME INITIALLY TO BE A FULLY ACTIVE CREW MEMBER DURING THIS EVENT (COMS TO ATC, CHKLIST, ETC). SUPPLEMENTAL INFO FROM ACN 795012: I WAS THE PF DURING TKOF. WX WAS CLR, 10+ MI, AND WINDS 230 DEGS AT 4 KS. AT ABOUT 100-110 KTS DURING THE TKOF ROLL, I OBSERVED SOME BIRDS IN OUR FLT PATH. I HEARD AN IMPACT AS SEVERAL OF THE BIRDS PASSED ON THE L SIDE OF THE ACFT. I BELIEVED THAT WE COULD HAVE INGESTED THEM IN THE #1 ENG AND ELECTED TO REJECT THE TKOF. I PERFORMED THE MEMORY ITEMS FOR A REJECTED TKOF, BUT ASSUMED THAT MY FO HAD SEEN AND HEARD THE SAME THINGS I HAD AND UNDERSTOOD WHAT WAS HAPPENING. I FAILED TO PROPERLY COM WITH HIM MY INTENTIONS WHILE I BROUGHT THE AIRPLANE DOWN TO A SPD AT WHICH WE COULD CLR THE RWY. TWR INSTRUCTED US TO CLR THE RWY WITHOUT DELAY AS THERE WAS AN ACFT ON SHORT FINAL. WE CLRED THE RWY AND COMPLETED THE REJECTED TKOF CHKLIST IN THE QRH. I INITIALLY SET THE PARKING BRAKE, BUT ONLY FOR ABOUT 2 SECONDS AS MY FO READ ME THE CHKLIST WHICH TOLD US NOT TO SET THE BRAKE. WE COMPUTED THE BRAKE ENERGY AT 24.1 WITH A 112000 LB AIRPLANE AND BRAKES APPLIED AT 125 KTS. THE PERFORMANCE COMPUTER DIRECTED US TO REMAIN CLR OF THE GATE FOR AT LEAST 53 MINS AND TO NOTIFY THE FIRE DEPT, WHICH WE DID. WHILE WE SAT THERE, THE FIRE DEPT NOTIFIED US THAT ONE OF OUR TIRES HAD GONE FLAT. AFTER GETTING CLRNC FROM THE FIRE DEPT, WHO MEASURED BRAKE TEMPS AT 250 DEGS AND 150 DEGS ON THE L AND R RESPECTIVELY, WE WERE TOWED BACK TO THE GATE WHERE WE DEPLANED OUR CUSTOMERS. I SHOULD HAVE DONE A BETTER JOB OF COMMUNICATING THE SITUATION TO MY FO AND GOTTEN HIM IN THE LOOP EARLIER. ONCE HE WAS COMPLETELY INFORMED ABOUT OUR SIT, HE PROVIDED SOME INVALUABLE INSIGHT AND SUGGESTIONS THAT CONTRIBUTED TO THE SAFE OUTCOME OF THIS EVENT.

Synopsis

B737 CAPT ELECTS TO REJECT TKOF AT HIGH SPEED AFTER BIRD STRIKES.

ACN: 794002

Time / Day

Date : 200806

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Environment

Flight Conditions : IMC

Weather Elements : Fog

Weather Elements : Turbulence

Weather Elements : Windshear

Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON

Operator.General Aviation : Corporate

Make Model Name : Merlin III

Operating Under FAR Part : Part 91

Flight Phase.Descent : Approach

Flight Phase.Landing : Missed Approach

Person : 1

Affiliation.Company : Corporate

Function.Flight Crew : Captain

Function.Oversight : PIC

Qualification.Pilot : ATP

Qualification.Pilot : CFI

Qualification.Pilot : Commercial

Qualification.Pilot : Instrument

Qualification.Pilot : Multi Engine

Experience.Flight Time.Last 90 Days : 28

Experience.Flight Time.Total : 15650

Experience.Flight Time.Type : 2025

ASRS Report : 794002

Events

Anomaly.Inflight Encounter : Birds

Anomaly.Inflight Encounter : Weather

Anomaly.Inflight Encounter.Other

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Flight Crew : Executed Go Around

Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Aircraft
Problem Areas : Environmental Factor
Problem Areas : Weather

Narrative

ON APCH TO ZZZ, ILS RWY AB AT LOW MINIMUMS. EVERYTHING SEEMED NORMAL. AFTER SPOTTING RWY FOR LNDG, ACFT ENCOUNTERED SEVERE DOWNDRAFT WITH A HIGH RATE OF VERT SPD. ATTEMPTED TO GO TO FULL PWR AROUND WHEN I HEARD A LOUD BANG AND PROCEEDED TO GO AROUND. I BELIEVE I HAD HIT A FLOCK OF GEESE OR SOMETHING ELSE. PERFORMED GAR AND REQUESTED TO GO TO THE ARPT THAT HAD THE BEST WX IN THE AREA AT THAT TIME. MADE A NORMAL SPECIAL VFR APCH TO ZZZ. LNDG WAS NORMAL. WHEN I ARRIVED AT THE GATE, I NOTICED DAMAGE TO R GEAR DOOR AND R PROP AND BELLY ANTENNAS.

Synopsis

SW3 SUFFERS MULTIPLE BIRD STRIKES ON INSTRUMENT APCH. GOES AROUND AND DIVERTS TO A VFR ARPT.

ACN: 792806

Time / Day

Date : 200806
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B767-200
Operating Under FAR Part : Part 121
Flight Phase.Landing : Roll

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 270
Experience.Flight Time.Total : 16000
Experience.Flight Time.Type : 8652
ASRS Report : 792806

Events

Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Rejected Takeoff
Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Aircraft
Problem Areas : Environmental Factor

Narrative

UPON LNDG ROLL WE INGESTED BIRD(S) INTO THE R ENG. THE ENG WAS INSPECTED BY A MECH AND CLRED AFTER AN ENG RUN-UP. IT WAS CONFIRMED THAT BIRD(S) HAD PASSED THROUGH THE CORE OF THE ENG. ON TKOF, THE CAPT ELECTED TO ABORT AT 97 KTS WHEN THE COCKPIT FILLED WITH A FOOD BURNING SMELL. ALL PROCS WERE FOLLOWED. THE ACFT WAS TAKEN OTS.

Synopsis

A B767-200 INGESTED A BIRD ON APPROACH. THE FLT CREW REJECTED THE NEXT TAKEOFF ATTEMPT WHEN THE SMELL OF COOKING BIRD FILLED THE COCKPIT.

ACN: 791704

Time / Day

Date : 200806
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B747-400
Operating Under FAR Part : Part 121
Flight Phase.Ground : Takeoff Roll

Component : 1

Aircraft Component : Turbine Engine

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 240
Experience.Flight Time.Total : 14000
Experience.Flight Time.Type : 7500
ASRS Report : 791704

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Total : 24000
Experience.Flight Time.Type : 5000
ASRS Report : 791706

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Crew : Relief Pilot
Experience.Flight Time.Last 90 Days : 220
Experience.Flight Time.Total : 16000
Experience.Flight Time.Type : 3000
ASRS Report : 791710

Person : 4

Affiliation.Company : Air Carrier
Function.Flight Crew : Relief Pilot
ASRS Report : 791676

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Landed In Emergency Condition
Resolatory Action.Flight Crew : Overcame Equipment Problem
Resolatory Action.Other
Consequence.Other : Aircraft Damaged
Consequence.Other

Assessments

Problem Areas : Aircraft
Problem Areas : Environmental Factor

Narrative

WE WERE CLRED FOR TKOF ON RWY XXL TO FLY RWY HDG AND CLB TO 5000 FT. CAPT STARTED TKOF AND I CALLED 80 KTS 'THRUST SET.' SHORTLY AFTER, I NOTICED A BIRD OFF THE L SIDE OF THE NOSE. CAPT ALSO SAW IT AND COMMENTED ON IT. IMMEDIATELY WE HEARD A STRANGE NOISE FROM THE ENG VERY LOUD AND UNUSUAL. CAPT ANNOUNCED HE WAS GOING TO CONTINUE THE TKOF. I LOOKED AT THE ENG INSTS AND NOTICED THE #2 ENG HAD A HIGHER N1 BUT WAS STILL PRODUCING THRUST. I CALLED V1, VR AND WE LIFTED OFF. THE NOISE FROM THE ENG CONTINUED AND THE CAPT CALLED FOR THE QRC CHKLIST FOR ENG SURGE AND STALL. THE CHKLIST WAS PERFORMED BY THE RELIEF PLTS. CAPT REDUCED THE THROTTLE OF THE #2 ENG AND THE NOISE STOPPED. IN THE MEANTIME I SWITCHED OVER TO DEP. WE WERE GIVEN A HDG OF N AND CLB TO 7000 FT. THEN THE CAPT DECIDED TO SHUT DOWN THE ENG FOR SAFETY AND PRECAUTIONARY REASONS DUE TO A POSSIBLE BIRD STRIKE. THE CAPT TURNED THE ACFT OVER TO ME TO FLY AND SHUT DOWN THE ENG PER THE CHKLIST WITH THE RELIEF PLTS. DEP WAS NOTIFIED THAT WE HAD A BIRD STRIKE AND THAT WE NEEDED TO ASSESS OUR SITUATION AND THAT WE WOULD PROBABLY BE DUMPING FUEL AND RETURNING TO ZZZ. THEY VECTORED US AND CLBED US TO 11000 FT. WE CONTACTED OUR DISPATCH AND MAINT. WE STARTED OUR DUMPING PROC. WE DUMPED APPROX 165000 LBS OF FUEL TO REACH OUR MAX LNDG WT. ONCE THE DUMPING WAS ACCOMPLISHED WE REQUESTED TO RETURN TO ZZZ AND LAND ON RWY XXR BECAUSE OF THE LONGER RWY LENGTH AND THE CURRENT WINDS AT ZZZ. WE WERE TOLD THAT RWY XXR WAS NOT AVAILABLE EXCEPT IN AN EMER. WE DECLARED AN EMER AND LANDED ON RWY XXR AND TAXIED INTO GATE.

Synopsis

FOLLOWING BIRD STRIKE LATE IN TKOF ROLL, B747-400 SHUTS DOWN #2 ENGINE, DECLARES EMERGENCY, DUMPS 165,000 POUNDS OF FUEL AND RETURNS TO DEP ARPT.

ACN: 791169

Time / Day

Date : 200806
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 2131

Environment

Flight Conditions : VMC
Light : Dusk

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.General Aviation : Personal
Make Model Name : Small Aircraft, Low Wing, 1 Eng, Fixed Gear
Operating Under FAR Part : Part 91
Flight Phase.Landing : Roll

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 17
Experience.Flight Time.Total : 208
Experience.Flight Time.Type : 97
ASRS Report : 791169

Events

Anomaly.Ground Encounters : Animal
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Anomaly Accepted
Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

ARRIVED BACK AT ZZZ APPROX XC25 AND DID 2 TOUCH AND GOES. HIT A DEER ON THE RWY WITH THE R WING AND DEVIATED ABOUT 45 DEGS TO THE R, HITTING A CHAIN LINK FENCE AND TOTALING OUR ACFT. I HAVE NOT DONE MY REQUIRED 3 NIGHTTIME TKOF AND LNDGS 1 HR PAST SUNSET. I HAVE GONE OUT AT DUSK A NUMBER OF TIMES TO PRACTICE LNDGS, AT LEAST ONCE WITH AN

INSTRUCTOR. SO, TECHNICALLY, I MAY BE IN VIOLATION OF THE NIGHT REQUIREMENT, AS I WAS INFORMED THAT SUNSET WAS ACTUALLY XA49, ALTHOUGH IT SEEMED DAYLIGHT FOR MUCH LONGER.

Synopsis

LANDING JUST AFTER SUNSET, AN ERCOUPE PLT HIT A DEER ON THE RUNWAY.

ACN: 789355

Time / Day

Date : 200805
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : MD-80 Series (DC-9-80) Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Ground : Takeoff Roll

Component : 1

Aircraft Component : Turbine Engine

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 789355

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Ground Encounters : Animal
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Landed In Emergency Condition
Resolatory Action.Other

Assessments

Problem Areas : Aircraft
Problem Areas : Environmental Factor

Narrative

JUST PRIOR TO V1, A FLT ATTENDANT IN THE AFT CABIN CALLED TO RPT AN UNUSUAL VIBRATION -- THERE WERE NO ABNORMAL COCKPIT INDICATIONS. THE #1 FLT ATTENDANT (IN FIRST CLASS) STATED THERE WAS NOTHING UNUSUAL UP FRONT. CLBOUT WAS CONTINUED AS WE EVALUATED THE SITUATION. FLT ATTENDANT IN AFT CABIN CALLED TO RPT THE VIBRATION HAD DIMINISHED SIGNIFICANTLY. DURING CLBOUT, EACH SYS (L AND R) WAS LOOKED AT INDIVIDUALLY WITH NO DISCREPANCIES NOTED. PASSING ABOUT FL200, DURING A STEP CLB TO FL230, AN EXTREMELY SLIGHT 'BUMP' WAS FELT IN THE COCKPIT. A .01-.03 EPR FLUCTUATION WAS NOTED ON THE L ENG, ALL OTHER INDICATIONS WERE NORMAL. THIS BUMP WAS THOUGHT TO BE A COMPRESSOR STALL. QRH WAS REFED, DUE TO THE COMBINATION OF A POSSIBLE COMPRESSOR STALL AND VIBRATIONS RPTED BY THE FLT ATTENDANTS, THE ENG FIRE, DAMAGE, SEPARATION CHKLIST WAS ACCOMPLISHED. WHEN THE THROTTLE WAS RETARDED TO IDLE, VIBRATIONS STOPPED AND ALL ENG INDICATIONS WERE NORMAL. ENG REMAINED AT IDLE FOR THE REMAINDER OF THE FLT. AN EMER WAS DECLARED WITH CTR AND A REQUEST FOR A RETURN TO ZZZ WAS MADE. DSCNT, APCH, AND LNDG WERE NORMAL. AFTER INSPECTION BY EMER RESPONSE CREW ACFT WAS TAXIED TO THE GATE. WITH THE EXCEPTION OF THE L ENG AT IDLE FOR THE RETURN TO ZZZ, THERE WAS NO DEV FROM ANY FAR, OPERATING LIMIT OR PROC. I AM UNAWARE OF ANY TFC PRIORITY BEING ASSIGNED. UPON INSPECTION, MAINT RPTED FINDING BIRD REMAINS ON THE L ENG COWLING/INTAKE/INLET GUIDE VANES.

Synopsis

AN MD80 FLT CREW EXPERIENCED A BIRD STRIKE ON TAKEOFF THAT RESULTED IN SOME ENGINE DAMAGE. THEY REDUCED THE ENGINE TO IDLE THRUST, DECLARED AN EMERGENCY AND RETURNED TO DEP ARPT.

ACN: 789328

Time / Day

Date : 200805
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.General Aviation : Personal
Make Model Name : Cessna 210 Centurion / Turbo Centurion 210C, 210D
Flight Phase.Ground : Parked

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 15
Experience.Flight Time.Total : 3000
ASRS Report : 789328

Events

Anomaly.Ground Encounters : Animal
Anomaly.Other Anomaly
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Declared Emergency
Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Environmental Factor

Narrative

AFTER LNDG, TAXIING TO TIE-DOWN, EXIT ACFT TO PUSH TO TIE DOWN SPOT WHEN I NOTICED SOMETHING SMOLDERING IN THE ENG COMPARTMENT. I CALL GND. THEY CALL THE FIRE DEPT, BUT I PUT THE FIRE OUT WITH FIRE EXTINGUISHER. I OPEN THE COWL AND THE FIRE WAS A BIRD NEST. THE ONLY DAMAGE TO THE ACFT WAS THE ENG BAFFLE AND THE PAINT ON THE COWL. FIRE WAS OUT BEFORE FIRE DEPT SHOWED UP. THE ACFT RECEIVED BAFFLE DAMAGE.

Synopsis

A BIRD NEST IN A C210 ENGINE COMPARTMENT CAUGHT FIRE AFTER LNDG. THE PILOT EXTINGUISHED THE FIRE BEFORE THE FIRE DEPT ARRIVED.

ACN: 788350

Time / Day

Date : 200805

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower

Operator.Common Carrier : Air Carrier

Make Model Name : MD-80 Series (DC-9-80) Undifferentiated or Other Model

Operating Under FAR Part : Part 121

Flight Phase.Ground : Takeoff Roll

Component : 1

Aircraft Component : Turbine Engine

Person : 1

Affiliation.Company : Air Carrier

Function.Flight Crew : Captain

Function.Oversight : PIC

ASRS Report : 788350

Person : 2

Affiliation.Company : Air Carrier

Function.Flight Attendant : On Duty

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Inflight Encounter : Birds

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Landed In Emergency Condition

Resolatory Action.Other

Assessments

Problem Areas : Environmental Factor

Narrative

DEPARTING ZZZ, AT ROTATION, SAW A BIRD PASS MY L SIDE. FLT ATTENDANTS RPTED A LOUD BANG AND SMELL FILLED CABIN AND COCKPIT. ENG PARAMETERS FOR BOTH ENGS WERE NORMAL. DECLARED AN EMER AND RETURNED TO ZZZ FOR OVERWT LNDG. AT THE GATE, MECH FOUND DAMAGE TO L ENG.

Synopsis

AN MD80 STRUCK A BIRD ON TAKEOFF. FLT CREW DECLARED AN EMERGENCY, RETURNED TO DEP ARPT AND LANDED SAFELY.

ACN: 787055

Time / Day

Date : 200805

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 700

Environment

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower

Operator.Common Carrier : Air Carrier

Make Model Name : B757-200

Operating Under FAR Part : Part 121

Flight Phase.Descent : Approach

Flight Phase.Landing : Go Around

Person : 1

Affiliation.Company : Air Carrier

Function.Flight Crew : Captain

Function.Oversight : PIC

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Total : 24000

Experience.Flight Time.Type : 3500

ASRS Report : 787055

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Inflight Encounter : Birds

Anomaly.Non Adherence : Company Policies

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Windshear Warning

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Flight Crew : Overcame Equipment Problem

Assessments

Problem Areas : Aircraft

Narrative

WE WERE LINED UP FOR A VISUAL APCH, FULLY CONFIGURED AND DSNDING OUT OF APPROX 700 RA WHEN WE RECEIVED AN AURAL 'WINDSHEAR!' AND THE WINDSHEAR ANNUNCIATOR ON THE PNF'S ADI. PNF CALLED OUT 'WINDSHEAR!' RECOVERY! (I DON'T KNOW WHY I ADDED 'RECOVERY' BUT I DID.) WITHIN A SPLIT SECOND, PF WAS EXECUTING THE WINDSHEAR RECOVERY MANEUVER. I

SCANNED BACK AT MY (PNF) INSTS AND NOTICED MY AIRSPD INDICATOR ROLLING BACK PAST REF AND AS IT MOVED TO -10 REF, I COMMANDED 'PITCH! PITCH! PITCH!' (JUST TO EMPHASIZE TO THE PF THAT WE NEEDED TO GET OUT OF THIS WINDSHEAR.). SECONDS AFTER THE COMMAND, I SCANNED MY INSTS AND NOTICED MY AIRSPD INDICATOR WAS ABOUT 30 KTS SLOWER THAN MY STANDBY ASI AND MY FO'S ASI. WE WERE CLBING OUT OF ABOUT 1500 FT WHEN I ALERTED THE FO OF THE ASI DISCREPANCIES AND WE BOTH DECIDED THAT THE WINDSHEAR EVENT WAS A FALSE WARNING AND THUSLY TRANSITIONED TO A GAR. WE ADVISED ATC AND BEFORE RETURNING TO THE ARPT NEEDED TO TALK TO MAINT AND RUN SOME CHKLISTS. WE ADVISED MAINT WE HAD 2 EICAS MESSAGES: 'RUDDER RATIO' AND 'MACH TRIM FAIL,' AND 1 STATUS MESSAGE 'ELEVATOR ASYMMETRY.' MAINT TRIED TO TROUBLESHOOT AND HAD NO LUCK GETTING THE EICAS MESSAGES TO GO AWAY. WE NOTED THE 15 KT XWIND RESTR DUE TO THE RUDDER RATIO MESSAGE AND FO DISCUSSED THE POSSIBILITY OF ANOTHER WINDSHEAR WARNING AND STALL WARNING ON FINAL (WHICH WE DID NOT RECEIVE DURING THE PREVIOUS WINDSHEAR EVENT). WE ELECTED TO IGNORE THE WARNING IF OTHER INDICATIONS LOOKED NORMAL. WE LANDED WITHOUT INCIDENT AND I BRIEFED THE FLT ATTENDANTS AFTER THE FLT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: POST FLIGHT INSPECTION BY MAINTENANCE REVEALED THAT A BIRD STRIKE HAD OCCURRED ON THE LEFT SIDE OF THE RADOME, JAMMING BIRD DEBRIS INTO THE CAPT'S PITOT TUBE, RENDERING IT INOPERATIVE.

Synopsis

B757 CAPT REPORTS WINDSHEAR WARNING AT 700 FT AGL ON APPROACH. DURING RECOVERY CAPT NOTES LARGE AIRSPEED DISCREPANCY BETWEEN CAPT AND FO AIRSPEED INDICATORS.

ACN: 787052

Time / Day

Date : 200805

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : Regional Jet 200 ER&LR
Operating Under FAR Part : Part 121
Flight Phase.Ground : Parked
Flight Phase.Ground : Preflight

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Total : 11000
Experience.Flight Time.Type : 4000
ASRS Report : 787052

Events

Anomaly.Inflight Encounter : Birds
Anomaly.Maintenance Problem : Improper Documentation
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Unable
Consequence.Other

Assessments

Problem Areas : Flight Crew Human Performance
Problem Areas : Maintenance Human Performance

Narrative

UPON ARR AT THE ACFT, I FOUND THE FO'S FORWARD WINDSHIELD COVERED IN BLOOD, GUTS, AND FEATHERS FROM AN OBVIOUS BIRD STRIKE. THE MAINT LOG DID NOT CONTAIN ANY WRITE-UP FOR A BIRD STRIKE AND UPON INVESTIGATION I RECEIVED CONFLICTING INFO ON EXACTLY WHAT HAD BEEN RPTED AND BY WHOM. WHEN MAINT CTL WAS CONTACTED, I WAS INFORMED THAT IT WAS THE CREW'S RESPONSIBILITY TO DETERMINE IF ANY DAMAGE WAS DONE, AND IF SO, TO WRITE IT UP. OTHERWISE, THE CREWS WERE INSTRUCTED TO 'CLEAN IT UP.' I FOUND THIS PROC TO BE SOMEWHAT ODD IN THAT I HAVE NEVER RECEIVED ANY INSTRUCTION IN DETERMINING POSSIBLE BIRD STRIKE DAMAGE AND,

THEREFORE, WOULD BE UNABLE TO DETERMINE 'ANY AND ALL' DAMAGE THAT WOULD BE POSSIBLE FROM A BIRD STRIKE. MAINT INFORMED ME THAT THIS PROC HAD 'ALWAYS' BEEN IN PLACE AND WAS IN THE OPS MANUAL. WHEREUPON, I INFORMED MAINT CTL THAT I HAD BEEN HERE 20 YRS AND HAD NEVER HEARD OF SUCH A THING, SO I SERIOUSLY DOUBTED THAT IT HAD 'ALWAYS' BEEN IN PLACE. I COULD NOT FIND ANY INSTRUCTIONS IN THE OPS MANUAL REGARDING A BIRD STRIKE POLICY OR PROC FOR DETERMINING DAMAGE. I WROTE UP THE BIRD STRIKE AND HAD MAINT DO THE INSPECTION. IF THIS IS A PROC TO BE FOLLOWED, I WOULD EXPECT SOME KIND OF TRAINING OR GUIDANCE FOR THE PLTS TO DETERMINE IF ANY DAMAGE MAY HAVE OCCURRED. I WOULD ALSO EXPECT THAT THE CREW IN CHARGE OF AN ACFT WHEN THE BIRD STRIKE OCCURRED WOULD ALSO BE RESPONSIBLE FOR VERIFYING THAT THE INSPECTION WAS COMPLETED AND THE RESIDUAL CLEANED BEFORE LEAVING THE ACFT, OR A MAINT WRITE-UP BE PLACED IN THE BOOKS TO ENSURE THAT AN INSPECTION WAS COMPLETED. AT NO TIME SHOULD AN ACFT EVER BE LEFT WITH OBVIOUS BIRD STRIKE DEBRIS AND NO INDICATION THAT SOMEONE HAS TAKEN THE NECESSARY STEPS TO ENSURE THAT THE ACFT IS SAFE TO OPERATE.

Synopsis

FLT CREW ARRIVED AT THE ACFT TO DISCOVER THAT THE CRJ200 HAD OBVIOUSLY BEEN INVOLVED IN A BIRD STRIKE. NO ACTION HAD BEEN TAKEN TO INSPECT THE ACFT SINCE IT HAD NOT BEEN REPORTED BY THE PREVIOUS FLT CREW.

ACN: 786224

Time / Day

Date : 200805
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : SRQ.Airport
State Reference : FL
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : SRQ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B757 Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Ground : Takeoff Roll

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : Commercial
Qualification.Pilot : Flight Engineer
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 198
Experience.Flight Time.Total : 12020
Experience.Flight Time.Type : 3304
ASRS Report : 786224

Events

Anomaly.Ground Encounters : Animal
Anomaly.Ground Encounters.Other
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Rejected Takeoff
Consequence.Other : Aircraft Damaged
Consequence.Other

Assessments

Problem Areas : Aircraft
Problem Areas : Environmental Factor

Narrative

GND OPS WERE UNEVENTFUL. FO TKOF, RWY 32, CLR SKIES, WINDS WERE 320 DEGS AT 10 KTS. ACFT WT WAS 190.3 AND A DERATE OF 53, FLAPS 5 DEG TKOF WAS PLANNED. ON TKOF ROLL AT APPROX 80 KTS, SEAGULLS WERE FLYING ACROSS THE RWY. 80 KTS, THROTTLE HOLD, ENG INSTS CHKED CALLOUT WAS MADE. I LOOKED UP AGAIN TO NOTICE SEVERAL GULLS COMING TOWARDS THE ACFT. A LOUD POP WAS HEARD AT APPROX 110 KTS AND 6000 FT OF RWY REMAINING. NOT CERTAIN OF THE AIRWORTHINESS OF THE ACFT OR ENGS, I REJECTED THE TKOF. THE REJECT WAS UNEVENTFUL AND RTO BRAKES WERE DISCONNECTED AT APPROX 80 KTS WITH OVER 3000 FT REMAINING. TWR WAS NOTIFIED AND A PA WAS MADE TO THE PAX TO STAY SEATED. THE ACFT WAS BROUGHT TO TAXI SPD AND WAS TURNED OFF THE RWY AT A-4. POSTFLT REVEALED FEATHERS IN THE L ENG AND A BLOODY SPOT ON THE FUSELAGE SEVERAL FT ABOVE THE FO'S FORWARD WINDSHIELD. LCL MAINT RPTED 2 CRACKED BLADES AND THE NEED TO REPLACE AT LEAST ONE.

Synopsis

B757-200 FLT CREW REJECTS TKOF FOLLOWING BIRD STRIKE(S).

ACN: 782342

Time / Day

Date : 200803
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US

Environment

Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : MD-80 Series (DC-9-80) Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Takeoff

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty
Qualification.Flight Attendant : Currently Qualified
Qualification.Flight Attendant.Aircraft Qualified On : 6
Experience.Flight Attendant Time.Airline Total : 10
Experience.Flight Attendant Time.Total : 10
Experience.Flight Attendant Time.Type : 30
ASRS Report : 782342

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Inflight Encounter : Birds
Anomaly.Other Anomaly : Fumes
Anomaly.Other Anomaly
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Landed In Emergency Condition
Resolatory Action.Other

Assessments

Problem Areas : Aircraft

Narrative

TOXIC SMELL LIKE BURNING TOAST/POPCORN UPON TKOF CLB. AFT FLT ATTENDANTS CALLED ME, SMELL WAS THROUGHOUT ENTIRE CABIN. I NOTIFIED COCKPIT WHO WERE UNAWARE OF ANY PROB. I STRESSED THE SEVERITY OF THE SITUATION. PLTS AGREED TO TURN BACK. I WALKED TO THE BACK, CHKED CABIN FOR FIRE/SMOKE AND CONVERSED WITH AFT FLT ATTENDANTS. LIGHT SMOKE

HAZE IN CABIN. RETURNED TO JUMPSEAT FOR EMER LNDG HVY OF FUEL. MECHS SAID THE BURNING EYES, THROATS, HEADACHE SOUNDED LIKE HYD LEAK. FOUND OUT LATER, THERE WAS A BIRD STRIKE ON THIS ACFT LNDG THE PREVIOUS NIGHT.

Synopsis

BURNING ODOR, SMOKE AND HAZE IN CABIN DRIVE DECISION FOR MD80 TO RETURN TO DEP ARPT. MAINTENANCE DETERMINED THAT A BIRD STRIKE/INGESTION ON THE INBOUND FLT WAS POSSIBLY RESPONSIBLE.

ACN: 764558

Time / Day

Date : 200712
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ
Altitude.MSL.Bound Lower : 1500
Altitude.MSL.Bound Upper : 1920

Environment

Flight Conditions : VMC
Weather Elements : Turbulence
Weather Elements : Windshear
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : N90.TRACON
Operator.General Aviation : Corporate
Make Model Name : Citationjet, C525/C526
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Initial
Route In Use.Departure.SID : TEB

Person : 1

Affiliation.Company : Corporate
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Total : 14900
Experience.Flight Time.Type : 3600
ASRS Report : 764558

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Inflight Encounter : Birds
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Returned To Assigned Altitude
Miss Distance.Horizontal : 200
Miss Distance.Vertical : 100

Assessments

Problem Areas : Environmental Factor

Narrative

I WAS CLRED TO TAKE OFF FROM TEB ON RWY 24 AND MY CLRNC WAS TO CLB AND MAINTAIN 3000 FT VIA THE TEB 5 DEP. THE TWR TOLD ME TO TURN R IMMEDIATELY AFTER TAKEOFF TO A HDG OF 270 DEGS AND RESUME THE TEB 5 DEP. THE PROC CALLS FOR THE PLT TO MAINTAIN 1500 FT UNTIL REACHING 4.5 DME AND THEN CLB TO 3000 FT. WHEN I REACHED 1500 FT A LARGE FLOCK OF BIRDS APPEARED IN OUR WINDSCREEN AND I HAD TO TAKE EVASIVE ACTION BY PULLING BACK ON THE YOKE AND HOP-SCOTCHING OVER THE TOP OF THEM. I SAW MY ALT GO UP TO 1920 FT AND I IMMEDIATELY PUSHED THE YOKE FORWARD AND DUMPED THE EXCESS ALT AND LEVELED AT 1500 FT. ABOUT THAT TIME, DEP CALLED AND TOLD US TO CLB TO 4000 FT AND CALL NY DEP AND FLY HDG OF 290 DEGS. TEB DEP AND NY DEP DID NOT MENTION THE ALT DEV TO ME NOR DID I TO THEM.

Synopsis

A C525 PLT LEVEL AT 1500 FT ON A TEB 5 DEP CLBED RAPIDLY TO 1920 FT AVOIDING FLOCK OF BIRDS. HE DSNDDED BACK TO 1500 FT WITH NO COMMENT FROM ATC.

ACN: 754698

Time / Day

Date : 200711
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 5

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Operator.General Aviation : Instructional
Make Model Name : Skyhawk 172/Cutlass 172
Operating Under FAR Part : Part 91
Flight Phase.Landing : Go Around

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 837.9
Experience.Flight Time.Type : 692.9
ASRS Report : 754698

Person : 2

Affiliation.Other : Instructional
Function.Instruction : Trainee
Qualification.Pilot : Student

Events

Anomaly.Ground Encounters : Animal
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Executed Go Around
Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Environmental Factor

Narrative

MY STUDENT AND I WERE ABOUT TO PERFORM A SOFT-FIELD LNDG AT NIGHT AT ZZZ. WE WERE IN GND EFFECT OVER THE RWY WHEN WE NOTICED A HERD OF 5-

7 DEER RUN ACROSS THE RWY IN FRONT OF US. MY STUDENT IMMEDIATELY EXECUTED A GAR. IN THE MIDST OF THE GAR, WE HEARD A 'THUD' BUT FELT NOTHING. WE FELT NO DIFFERENCE IN ACFT CTLS AND FLEW THE ACFT BACK TO OUR HOME BASE ZZZ. WE FELT AS THOUGH, PERHAPS, WE SKIMMED THE TOP OF ONE OF THE DEER'S HEADS WITH THE TIRE. UPON LNDG, WE NOTICED NO DAMAGE TO THE TIRES. WE DID, HOWEVER, FIND A DENT ON THE R HORIZ STABILIZER. WE THINK THAT IN PERFORMING THE GAR, WHEN WE PITCHED UP TO EXECUTE THE CLB, THE TAIL LOWERED AND HIT ONE OF THE DEER. I FEEL THAT A GAR WAS THE SAFEST DECISION, AND THAT THE DEER STRIKING THE HORIZ STABILIZER'S LEADING EDGE WAS UNAVOIDABLE.

Synopsis

C172 STRUCK A DEER WITH HORIZ STABILIZER AFTER INITIATING A GAR IN AN ATTEMPT TO AVOID THE HERD XING THE RWY.

ACN: 743307

Time / Day

Date : 200706
Day : Sun
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DEN.Airport
State Reference : CO
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : DEN.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B757-200
Operating Under FAR Part : Part 121
Flight Phase.Ground : Takeoff Roll

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 111
Experience.Flight Time.Total : 6100
Experience.Flight Time.Type : 1811
ASRS Report : 743307

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : Flight Engineer
Experience.Flight Time.Last 90 Days : 203
Experience.Flight Time.Total : 10000
Experience.Flight Time.Type : 2060
ASRS Report : 744487

Events

Anomaly.Ground Encounters : Animal
Independent Detector.Other.Flight CrewA : 2
Independent Detector.Other.Flight CrewB : 1
Consequence.Other

Assessments

Problem Areas : Environmental Factor

Narrative

WHILE DEPARTING DEN RWY 17R, A LARGE FLOCK OF BIRDS TOOK FLT AND CROSSED THE RWY RESULTING IN SEVERAL BIRD STRIKES ON THE ACFT FUSELAGE AND ENGS. THE R ENG EXPERIENCED COMPRESSOR STALLS, AND THE TKOF WAS ABORTED PRIOR TO V1, AT APPROX 135 KIAS. WX AT THE TIME WAS CLR, VISIBILITY UNRESTR, WIND APPROX 120 DEGS/7 KTS. THE BIRDS WERE TO THE R SIDE OF THE RWY IN THE GRASS WHEN THEY WERE FIRST OBSERVED TAKING OFF. THEIR FLT PATTERN TOOK THEM DIRECTLY ACROSS THE RWY TOWARDS THE CTR, THEN THEY TURNED S, DIRECTLY DOWN THE RWY IN THE SAME DIRECTION WE WERE DEPARTING. THE TYPE OF BIRD IS UNKNOWN, BUT THEY WERE OF THE SAME SIZE AS A GRAPEFRUIT, POSSIBLY QUAIL OR PIGEONS. THEIR FLT PATH KEPT THEM LOW, NO HIGHER THAN THE TOP OF THE FUSELAGE (20-25 FT OFF THE GND MAX), RESULTING IN THE CTR OF MASS OF THE FLOCK BEING BTWN 10-15 FT ABOVE THE RWY, ALMOST IN LINE WITH THE ENGS AND WINGS. WE OBSERVED THE BIRDS PASSING THE COCKPIT WINDOWS WITH NO STRIKES, WE THEN FELT AND HEARD 3 DISTINCT POPPING SOUNDS, LIKELY THE COMPRESSOR STALLS. PAX SITTING ALONG THE R SIDE WINDOWS AFT OF THE WING OBSERVED A MOMENTARY FLASH OF FLAME SECONDS PRIOR TO OUR ABORT, WHICH ALSO COINCIDES WITH THE COMPRESSOR STALL DUE TO THE BIRD INGESTION. THE DECISION TO ABORT THE TKOF WAS MADE DUE TO THE NUMBERS OF BIRDS OBSERVED AND THE CLR ENG INGESTION WITH THE COMPRESSOR STALLS. ENG PERFORMANCE APPEARED NORMAL, BUT IT WAS UNCLR WHETHER BOTH ENGS WERE IMPACTED, AND THE DECISION WAS MADE ASSUMING BOTH ENGS HAD RECEIVED STRIKES. PLANNED V1 WAS 146 KIAS, AND THE DECISION TO ABORT WAS MADE AT APPROX 130 KIAS, AND MAX SPD LIKELY APCHED 135-140 KIAS BEFORE MAX BRAKING WAS INITIATED. AFTER CLRING THE RWY ON M5, THE ACFT WAS BROUGHT TO A STOP, ALL CHKLISTS WERE ACCOMPLISHED FOR REJECTED TKOF, AFTER LNDG, AND BRAKE TEMP. THE PAX AND DEN TWR AND GND WERE NOTIFIED OF OUR INTENTIONS, AND THE ACFT RETURNED TO THE GATE WITH NO FURTHER ASSISTANCE REQUIRED. POSTFLT MAINT INSPECTION REVEALED BIRD STRIKES IN BOTH ENGS, THE R ENG RECEIVING A STRIKE WHICH ENTERED THE COMPRESSOR SECTION WHILE THE L ENG SHOWED EVIDENCE OF A BIRD STRIKE THAT WENT THROUGH THE HIGH BYPASS SECTION AND OUT THE BACK OF THE ENG. THE FLT WAS CANCELED DUE TO THE NEED TO BORESCOPE THE R ENG AND THE FLT CREW WERE RELIEVED OF DUTY.

Synopsis

B757 FLT CREW HAS MULTIPLE BIRD STRIKES DURING TKOF AND REJECTS AT 135 KNOTS.

ACN: 741708

Time / Day

Date : 200706
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BDR.Airport
State Reference : CT
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : BDR.Tower
Operator.General Aviation : Personal
Make Model Name : PA-28 Cherokee Arrow IV
Operating Under FAR Part : Part 91
Flight Phase.Landing : Roll

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Qualification.Technician : Airframe
Qualification.Technician : Powerplant
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Total : 5000
Experience.Flight Time.Type : 100
ASRS Report : 741708

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Ground Encounters : Animal
Anomaly.Non Adherence : Clearance
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action

Assessments

Problem Areas : Airport
Problem Areas : Environmental Factor

Narrative

ILS TO RWY 6. LANDED AND ATC LCL SAID EXIT AT TXWY H. ADVISED, UNABLE. TOO FAST. AT THAT MOMENT SAW 3 CANADA GEESE ON CTRLINE OF RWY WITH 1 OR 2 GOSLINGS. THEY WERE WALKING L TO R. APPLIED HVY BRAKING AND STOPPED 10 FT SHORT OF THEM, ADVISED TWR AT SAME TIME AND THEY SENT FOLLOWING ACFT AROUND. GEESE CLRED RWY AND WE CONTINUED TO PARKING. PF DID NOT SEE THE GEESE, SO I GOT ON THE BRAKES. A LARGER OR FASTER ACFT COULD NOT HAVE AVOIDED THIS INCURSION.

Synopsis

A PA28 PILOT REPORTS GEESE ON THE BDR RWY CAUSING AN EMERGENCY STOP DURING LNDG ROLL TO AVOID STRIKING THEM.

ACN: 740561

Time / Day

Date : 200705
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZZ.Airport
State Reference : FO
Altitude.MSL.Single Value : 10000

Environment

Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZZZZ.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B757-200
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Initial

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 740561

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
ASRS Report : 740406

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty

Events

Anomaly.Inflight Encounter : Birds
Resolatory Action.Flight Crew : Declared Emergency

Assessments

Problem Areas : Environmental Factor

Narrative

BIRD STRIKE. NO INDICATIONS IN COCKPIT OF IMPACT. FLT ATTENDANT RPTED IMPACT SOUND AND SEEING FEATHERS, ETC, ON L WING OUTSIDE OF ENG POD. FURTHER INSPECTION REVEALED A HOLE IN THE WING LEADING EDGE. DECLARED EMER AND LIMITED SPD TO 250 KTS. CONTINUED TO DEST AND

LANDED UNEVENTFULLY. INSPECTION SHOWED HOLE IN WING APPROX 12 BY 12 INCHES IN LEADING EDGE.

Synopsis

B757 FA REPORTED A BIRD STRIKE TO THE FLT CREW. WING LEADING EDGE DAMAGE WAS DISCOVERED AND FLT CREW DECLARED EMER, LIMITING SPEED TO DEST.

ACN: 740458

Time / Day

Date : 200706
Day : Fri
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : SFO.Airport
State Reference : CA
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC

Aircraft : 1

Controlling Facilities.Tower : SFO.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B767-300 and 300 ER
Operating Under FAR Part : Part 121
Flight Phase.Ground : Takeoff Roll
Flight Phase.Ground : Taxi
Route In Use.Departure.SID : N/S

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Total : 15000
Experience.Flight Time.Type : 2500
ASRS Report : 740458

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Ground Encounters : Animal
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : ENgine
Vibration Display
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Anomaly Accepted
Resolatory Action.None Taken : Detected After The Fact

Assessments

Problem Areas : Aircraft
Problem Areas : Environmental Factor

Narrative

HAD A HIGH VIBRATION INDICATION ON TAXI OUT WITH NO OTHER INDICATIONS. IT WAS SHOWING 3.0 ON THE L ENG. WE STARTED THE TKOF AND GOT A READING OF 4.0 AND FELT THE VIBRATION THROUGH THE RUDDER PEDALS AND FLOOR WITH ALL OTHER ENG INDICATIONS NORMAL. I FELT THAT WE SHOULD CONTINUE AND CONTACT MAINT ONCE IN CRUISE. WE DID THAT AND REACHED CRUISE AT FL350 WITH A MAX READING OF 5.0 ON THE VIBRATION GAUGE. WE NO LONGER FELT ANY VIBRATION THROUGH THE FLOOR OR PEDALS AND AFTER CONSULTING MAINT WE ELECTED TO CONTINUE TO DEST. EVERYTHING WAS NORMAL UNTIL THE PWR REDUCTION ON DSCNT WHERE THE VIBRATION REAPPEARED ON THE PEDALS AND FLOOR. WE KEPT PWR CHANGES TO A MINIMUM AND LANDED. WE WROTE UP THE PROB AND HAD MAINT GREET US AT THE GATE. THERE THEY FOUND 3 FAN BLADES BENT DUE TO A BIRD STRIKE WITH EVIDENCE OF THE BIRD IN VARIOUS PARTS OF THE ENG. WE DO NOT KNOW WHERE WE ENCOUNTERED THE BIRD. WE NEVER FELT THE BIRD STRIKE OR ELSE WE WOULD HAVE MENTIONED IT.

Synopsis

B767-300 FLT CREW FELT ACFT VIBRATION WITH CORRESPONDING ENG VIBRATION GAUGE INDICATIONS. INSPECTION AFTER LNDG REVEALED PREVIOUS BIRD INGESTION.

ACN: 736944

Time / Day

Date : 200705
Day : Wed
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 5800

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : B757-200
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach

Component : 1

Aircraft Component : Turbine Engine

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 10000
Experience.Flight Time.Type : 5000
ASRS Report : 736944

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Inflight Encounter : Birds
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : EGT, Oil Press
Guages
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Landed In Emergency Condition

Assessments

Problem Areas : Aircraft
Problem Areas : Environmental Factor
Problem Areas : Flight Crew Human Performance

Narrative

AT ABOUT 5800 FT, BIRD STRUCK COPLT'S WINDOW. DID NOT SEE PRIOR TO STRIKE, BUT FROM THE REMAINS, IT APPEARED TO BE LARGE. ABOUT 1 MIN LATER, NUMEROUS EICAS MESSAGES APPEARED RELATING TO THE L ENG. I IMMEDIATELY NOTICED THE OIL PRESSURE FOR THE L ENG WAS READING '0' AND THE EGT WAS AT '165,' COMPARED TO THE R ENG EGT READING OF '365.' NO NOTICEABLE FLT CHANGE SINCE THRUST LEVERS WERE ALREADY AT IDLE FOR THE DSCNT. DUE TO THE JUST OCCURRING BIRD STRIKE, I SUSPECTED A POSSIBLE BIRD INTAKE IN THE L ENG. WAS CONCERNED ABOUT THE R ENG AND CLOSELY MONITORED IT. I SHUT DOWN L ENG PER QRH AND DECLARED AN EMER WITH APCH. SINCE WX WAS VMC, I ASKED FOR THE VISUAL TO RWY AND BACKED IT UP WITH THE ILS. FO WAS FLYING AT THE TIME AND CONTINUED TO FLY THE ACFT WITH AUTOPLT ON AS I RAN CHKLIST AND CONTINUED WITH PNF DUTIES. FO LANDED UNEVENTFULLY. UPON BLOCK-IN, NOTICED 2-3 ADDITIONAL BIRD STRIKE MARKS, 1 ON CAPT'S #2 WINDOW, AND 1 OR 2 MARKS ON RADOME UNDER CAPT'S WINDOW.

Synopsis

BIRD STRIKES ON APCH RESULT IN ENGINE SHUTDOWN FOR B757-200 FLT CREW.

ACN: 734541

Time / Day

Date : 200704
Day : Wed
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Navaid : DRK.VORTAC
State Reference : AZ
Altitude.MSL.Single Value : 36000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZAB.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B737-900
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Level

Component : 1

Aircraft Component : Cockpit Window

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 2000
ASRS Report : 734541

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 110
Experience.Flight Time.Type : 9000
ASRS Report : 734542

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued New Clearance
Consequence.Other : Aircraft Damaged
Consequence.Other

Assessments

Problem Areas : Environmental Factor

Narrative

BUG OR BIRD STRIKE AT FL360 ABEAM DRK SHATTERED OUTER PANE OF L-1 WINDOW. WE IMMEDIATELY DONNED OXYGEN MASKS AND OBTAINED DSCNT CLRNC TO FL240. AT FL240 RAN QRH AND DETERMINED THAT IT WAS THE OUTER PANE ONLY THAT WAS SHATTERED. CONFERRED WITH DISPATCH AND MAINT CTL. I THEN ELECTED TO CONTINUE ON TO DEST AT FL240 IN ORDER TO MAINTAIN A REDUCED DIFFERENTIAL PRESSURE. THE REMAINS OF WHATEVER IT WAS WERE STILL ON THE WINDSHIELD AFTER WE BLOCKED IN.

Synopsis

B737 CREW REPORTS BIRD STRIKE AT FL360 THAT SHATTERS OUTER PANE OF CAPTAIN'S WINDSHIELD. FLT CREW COMPLIES WITH QRH PROCEDURES AND CONTINUES TO DESTINATION AT FL 240.

ACN: 732803

Time / Day

Date : 200703
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 2400

Environment

Flight Conditions : IMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : Medium Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part : Part 91
Navigation In Use.ILS.Localizer Only : XYL
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Precision

Component : 1

Aircraft Component : VHF

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : Commercial
Qualification.Pilot : Flight Engineer
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 18.46
Experience.Flight Time.Total : 22500
Experience.Flight Time.Type : 18.46
ASRS Report : 732803

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine

Experience.Flight Time.Last 90 Days : 140
Experience.Flight Time.Total : 700
Experience.Flight Time.Type : 180
ASRS Report : 732802

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Incursion : Landing Without Clearance
Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Landed As Precaution
Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Aircraft
Problem Areas : Environmental Factor

Narrative

AFTER BEING CLRED FOR AN IFR APCH AT APPROX 4 DME FROM THE ARPT IN IMC, WE HEARD A LOUD NOISE AND ENCOUNTERED STRONG BUFFETING AS WE WERE HANDED OFF FROM APCH TO TWR. WHILE DEALING WITH THE INFLT EMER, WE ATTEMPTED TO CONTACT TWR TWICE, BUT RECEIVED NO RESPONSE. WE ELECTED TO LAND WITHOUT A LNDG CLRNC, AS WE WERE UNABLE TO DETERMINE THE CAUSE OF THE BUFFETING. AFTER LNDG WE CLRED THE RWY ONTO A NON-MOVMET AREA AND CONTACTED THE TWR VIA TELEPHONE. UPON EXITING THE ACFT, A POSTFLT INSPECTION FOUND R INBOARD LEADING EDGE DAMAGE CONSISTENT WITH THE BUFFETING EXPERIENCED INFLT. THE COM RADIO WAS CHKED AND FOUND INOP AND REPLACED BY MAINT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE AIRFRAME BUFFETING WAS QUITE SEVERE. AFTER LANDING, THERE WAS SIGNIFICANT DAMAGE NOTED TO THE LEADING EDGE. THE BIRD STRIKE OPENED A HOLE IN THE SKIN OF THE LEADING EDGE REQUIRING MAINTENANCE ACTION TO REPAIR IT.

Synopsis

A CV240 FLT CREW EXPERIENCED A BIRD STRIKE FOLLOWED BY AIRFRAME BUFFETING WHILE BEING VECTORED FOR APPROACH. THEY CONTINUED TO A LANDING WITHOUT CLEARANCE BECAUSE THEIR RADIO HAD FAILED.

ACN: 731798

Time / Day

Date : 200703
Day : Sun
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1000

Environment

Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : B777-200
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Initial

Component : 1

Aircraft Component : Turbine Engine

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 731798

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Landed In Emergency Condition
Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Aircraft
Problem Areas : Environmental Factor

Narrative

DEPARTED RWY 8R APPROX 562000 LBS, 160000 LBS FUEL, BIRD STRIKE R ENG AT 1000 FT, 'TO1' REDUCED PWR 'TO.' ENG INDICATIONS QUICKLY RETURNED TO NORMAL EXCEPT N1 VIBRATION AT 4.5 - 4.9 UNITS WITH NOTICEABLE ACFT

VIBRATION ON THE SEAT OF YOUR PANTS. DECLARED AN EMER, COMMENCED L TURN DOWNWIND CLBING TO 3000 FT, DUMPING FUEL, VECTORS ILS RWY 8R, TERMINATED DUMP ON FINAL, LANDED MINIMUM SINK RATE APPROX 520000 LBS. ACFT INSPECTED BY FIRE CREW WITH NO BRAKE SMOKE OR DAMAGE TO THE ACFT. TAXIED TO GATE, POSTFLT SHOWED 3 DISTORTED FAN BLADES, 2 WITH CRACKS AT THE TIPS. BELIEVE THE BIRD BYPASSED THE CORE.

Synopsis

A B777 ON TAKEOFF EXPERIENCED A BIRD INGESTION IN THE R ENGINE, WHICH PRODUCED A NOTICEABLE VIBRATION. FLT CREW SHUT DOWN THE ENGINE, DECLARED AN EMERGENCY, AND RETURNED TO LAND AT DEP ARPT.

ACN: 731432

Time / Day

Date : 200703
Day : Thu
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 800

Environment

Flight Conditions : VMC

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B767 Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Initial

Component : 1

Aircraft Component : Turbine Engine

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Total : 10000
Experience.Flight Time.Type : 5000
ASRS Report : 731432

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 169
Experience.Flight Time.Total : 13965
Experience.Flight Time.Type : 2898
ASRS Report : 731434

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
ASRS Report : 731196

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Flight Crew : Landed In Emergency Condition
Consequence.Other : Aircraft Damaged
Consequence.Other

Assessments

Problem Areas : Environmental Factor

Narrative

WE DEPARTED RWY XX AT ZZZ HDG FOR ZZZ2 RAISED THE GEAR AND CONTINUED A NORMAL CLBOUT. THE CAPT WAS FLYING. APPROXIMATING THE FLAP RETRACTION ALT OF 800 FT AFE WE ENCOUNTERED A FLOCK OF BIRDS, PROBABLY GEESE (MAYBE CANVASBACK DUCKS). SEVERAL IMPACTED THE ACFT. THE L ENG BEGAN SURGING AND BANGING NOISES COULD BE HEARD COMING FROM THAT ENG. ENG INDICATIONS SHOWED FLUCTUATIONS IN EGT AND N2. WE DETERMINED THAT THE L ENG WAS EXPERIENCING COMPRESSOR STALLS AS THE RESULT OF DAMAGE INFLICTED BY THE BIRD IMPACTS. THE ENG INDICATIONS CLOSELY CORRESPONDED WITH WHAT WE HAVE SEEN DURING COMPRESSOR STALL TRAINING, BUT NOT AS SEVERE. NO ENG LIMITS WERE EXCEEDED AND THE FLUCTUATIONS IN N2, FOR EXAMPLE, WERE LESS DRAMATIC. TWR CALLED IMMEDIATELY. THERE HAD APPARENTLY BEEN SOME FIRE OR FLAMES THAT CAUGHT THE CTLR'S ATTN. THE THROTTLE WAS RETARDED AND THE COMPRESSOR STALLS CEASED. THE THROTTLE WAS ADJUSTED AGAIN AND THE ENG FAILED. THE SEVERE ENG DAMAGE CHKLST WAS CALLED FOR AND ACCOMPLISHED. FLT ATTENDANTS CALLED THE COCKPIT AND A RECENTLY-RETIRED B767 CAPT RELAYED THAT FLAMES HAD SHOT OUT OF THE L ENG AFTER THE IMPACTS AND THAT DAMAGE WAS EVIDENT TO THE L ENG COWL. THE FLAPS WERE RAISED AND WE ACCOMPLISHED THE AFTER TKOF CHKLST. WE ACCEPTED VECTORS TO THE N AND THEN W. THERE WAS SOME DISCUSSION ABOUT DUMPING FUEL OVER LAKE. WE DECIDED NOT TO DUMP FUEL CONSIDERING THAT IT WAS NOT UNLIKELY THAT THE R ENG MAY HAVE BEEN DAMAGED BY BIRD IMPACTS, AS WELL, THOUGH THERE WERE NO INDICATIONS OF DAMAGE. I WAS ALSO WORRIED ABOUT THE POTENTIAL FOR A SUBSEQUENT BIRD STRIKE, BUT I DIDN'T NEED TO VOICE THAT CONCERN BECAUSE WE DECIDED TO LAND. THE CAPT AND BUNKY FO HANDLED COMS WITH THE FLT ATTENDANTS AND DISPATCH. THE BUNKY ALSO TEMPORARILY HANDLED COMS WITH ATC WHILE THE EMER CHKLST WAS ACCOMPLISHED. I FLEW THE ACFT AS WE WERE VECTORED USING THE AUTOPLT. DURING TURNS, IT REQUIRED A LOT OF PWR TO MAINTAIN AIRSPD. SO, I LIMITED THE BANK ANGLE TO 10 DEGS. THE BUNKY DID A GREAT JOB OF COMMUNICATING WITH EVERYONE AND KEEPING THE FLYING PLTS UPDATED. WE HAD DEPARTED USING A PACKS OFF TKOF. I NOTED THAT WE WERE STILL UNPRESSURIZED AS WE HEADED W. THE BUNKY AND I TALKED ABOUT THE ADDITIONAL LOAD ON THE ENG AND DECIDED EITHER NOT TO PRESSURIZE OR TO USE THE APU. WE WAITED FOR THE CAPT WHO WAS TALKING WITH DISPATCH. WE PRESSURIZED USING THE APU. WE TURNED S AND SET UP FOR A LNDG ON XX. PERFORMANCE CONSIDERATIONS WERE DISCUSSED. AUTO-BRAKES #3 WAS ARMED. WE ACCEPTED VECTORS FOR A L DOWNWIND, BASE AND DOGLEG TO FINAL. SOME ADDITIONAL VIBRATIONS WERE FELT BY THE

BUNKY AND ME ON SHORT FINAL AS THE ACFT DSNDDED THROUGH THE LAST 100-200 FT. THE CAPT MADE A VERY NICE LNDG WELL WITHIN THE TOUCHDOWN ZONE, AND WE ROLLED OUT AND CLRED THE RWY. THE BRAKES WERE HOT. THE CAPT GAVE THE CTLS TO ME AND I SUGGESTED TURNING THE NOSEWHEEL TO PREVENT THE ACFT FROM ROLLING AND REQUIRING THE USE OF THE BRAKES. TO MY AMAZEMENT, IT ACTUALLY WORKED. WE DID NOT NEED TO SET THE PARKING BRAKE. WE NOTICED THAT THE L HYD SYS WAS NEARLY EMPTY. EMER VEHICLES SURROUNDED THE ACFT AND SPOKE WITH THE FLT CREW USING A SPECIAL GND FREQ AND INTERCOM. THE RESPONDERS NOTED THE HOT BRAKES AND PROVIDED CHOCKS. THE R ENG WAS SHUT DOWN. THE ACFT WAS SUBSEQUENTLY TOWED TO THE GATE. I ACCOMPLISHED MY AFTER LNDG FLOWS AS WE WERE TOWED. BY THE TIME WE APCHED THE GATE, THE BRAKES HAD COOLED. THE PARKING CHKLIST WAS ACCOMPLISHED. THE RESCUE TEAM WAS SECURED AS WE APCHED THE GATE AFTER CONFIRMING THAT THERE WERE NO PAX OR FLT CREW MEMBERS REQUIRING MEDICAL ASSISTANCE. VISUAL POSTFLT INSPECTIONS INDICATED NUMEROUS BIRD STRIKES AND SIGNIFICANT DAMAGE TO THE L ENG FAN, COMPRESSOR BLADES AND STATORS. THERE WAS A LARGE DENT IN THE L ENG COWL AT THE 2 O'CLOCK POS. MARKS ON THE R ENG SPINNER CONFIRMED THE R ENG HAD ALSO SUFFERED A BIRD STRIKE. THERE WERE SEVERAL MECHS, A MAINT ENGINEER AND OPS PEOPLE TO MEET THE PLANE. OVERALL, I THOUGHT THE ENTIRE EVENT WENT QUITE SMOOTHLY. THE CAPT WAS CALM AND IN CTL OF THE SIT, BUT HE ALSO ACCEPTED INPUT FROM THE CREW. HE FLEW THE PLANE WELL AND GAVE IT TO ME IN A TRIMMED CONDITION. THE BUNKY FO WAS A MAJOR FORCE IN THE ACTION. THERE WAS GREAT COM BTWN ALL PLTS, FLT CREW, RETIRED CAPTS, ATC AND THE RESCUE TEAM.

Synopsis

B767 CREW HAS IN-FLIGHT ENCOUNTER WITH FLOCK OF LARGE BIRDS SHORTLY AFTER TAKE OFF, WHICH CAUSES THE LEFT ENGINE TO FAIL. THE ACFT RETURNS FOR AN EMERGENCY LANDING AT THE DEPARTURE ARPT.

ACN: 729476

Time / Day

Date : 200702
Day : Tue
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Bound Lower : 200
Altitude.AGL.Bound Upper : 300

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : A319
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 193
Experience.Flight Time.Total : 11300
Experience.Flight Time.Type : 4300
ASRS Report : 729476

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 270
Experience.Flight Time.Total : 4000
Experience.Flight Time.Type : 1500
ASRS Report : 729477

Events

Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Executed Go Around

Consequence.Other : Aircraft Damaged
Consequence.Other

Assessments

Problem Areas : Airport
Problem Areas : Environmental Factor

Narrative

WITH FLAPS FULL, GEAR DOWN, AND APCH SPD OF 121 KTS WE ENCOUNTERED A FLOCK OF BIRDS ON THE VISUAL APCH TO RWY 4R BTWN 300-200 FT AGL. WE HEARD 3 OR 4 BIRDS HIT THE ACFT. AN AURAL GEAR WARNING SOUNDED, FOLLOWED BY AMBER XX'S ON THE ECAM WHEEL PAGE. WE ELECTED TO GO AROUND TO DETERMINE THE STATUS OF THE GEAR. THE FO CONTACTED MAINT AIRFRAME CTLR AND THEN TOOK OVER THE PF DUTIES. I DISCUSSED OUR GEAR INDICATIONS WITH MAINT. ATC VECTORED US AND KEPT US WITHIN 25 NM OF THE ARPT. COMS WITH MAINT WERE INTERMITTENT DUE TO LOW ALT. FUEL WAS BECOMING AN ISSUE. MAINT, THE FO, AND I DETERMINED THAT THE AMBER XX'S ON THE ECAM WHEEL PAGE MEANT THAT PART OF THE LNDG GEAR POS INDICATION SYS HAD BEEN DAMAGED BY A BIRD STRIKE. WE HAD 3 GREEN LIGHTS ON THE LNDG GEAR PANEL AND NO STATUS MESSAGES. THE FO AND I REQUESTED EMER EQUIP AND DECLARED AN EMER AS WE WERE NOT SURE IF THERE WAS FURTHER DAMAGE TO THE LNDG GEAR. I BRIEFED THE FLT ATTENDANTS OF OUR SITUATION AND ADVISED THEM TO PREPARE THE CABIN. I MADE AN ANNOUNCEMENT TO THE PAX OF OUR SITUATION AND THEN TOOK OVER THE PF DUTIES. AT 500 FT FO ISSUED BRACE SIGNAL AND WE LANDED AND STOPPED ON THE RWY. FO ADVISED FLT ATTENDANTS AND PAX ALL SYS WERE NORMAL. WE WERE INSPECTED BY THE EMER CREW AND INFORMED BY CREW CHIEF GEAR LOOKED NORMAL. WE TAXIED TO THE GATE. WE INSPECTED THE ACFT WITH LINE MAINT. A BIRD WAS FOUND IN THE L WHEEL WELL AND THE BIRD STRIKE HAD CAUSED EXTENSIVE DAMAGE. ANOTHER BIRD STRIKE WAS EVIDENT ABOUT THE FO COCKPIT WINDOW. THE INCIDENT WAS PLACED IN THE ACFT'S LOG.

Synopsis

AN A319 STRUCK BIRDS ON APCH AFTER THE LNDG GEAR WERE DOWN CAUSING AN UNSAFE GEAR INDICATION. AN EMER WAS DECLARED BUT THE LNDG WAS UNEVENTFUL.

ACN: 728763

Time / Day

Date : 200702
Day : Wed
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 4000

Environment

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B767-300 and 300 ER
Operating Under FAR Part : Part 121
Navigation In Use.ILS.Localizer & Glide Slope : 27R
Flight Phase.Descent : Approach

Component : 1

Aircraft Component : Engine

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 2150
Experience.Flight Time.Total : 15500
Experience.Flight Time.Type : 165
ASRS Report : 728763

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Crew : Relief Pilot

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Landed In Emergency Condition

Assessments

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Narrative

4 MI OUTSIDE FAF ON APCH LEVEL 4000 FT AT 180 KTS HEARD BANG THAT SOUNDED LIKE A BIRD STRIKE. SECOND AND THIRD BANG REALIZED COMPRESSOR STALL WAS HAPPENING ON AN ENG. HAD COPLT PULL OUT QRC AND PROCEED WITH CHKLIST. RELIEF PLT PULLED OUT MANUAL AND BOTH PROCEEDED TO GO THROUGH CHKLISTS. #1 ENG EGT STARTED RISING AND WENT INTO RED. AS I CONTINUED ON APCH I DECLARED AN EMER AND ADVISED TWR WE WERE IN PROCESS OF SHUTTING DOWN AN ENG. WHEN WE PULLED BACK THE PWR ON THE ENG IT STABILIZED AT SAFE LEVELS. TWR CALLED EMER EQUIP AND WE PROCEEDED ON APCH TO LAND WITH FLAPS 20 DEGS AND IDLE PWR ONLY ON #1 ENG. AFTER LNDG WITH CONDITIONS NORMAL AT IDLE WE ADVISED TWR THAT EMER EQUIP WAS NOT NEEDED. WE ALSO ADVISED FLT ATTENDANTS TO REMAIN SEATED AFTER TOUCHDOWN. CREW WORKED WELL TOGETHER AND BOTH COPLTS DID AN EXCELLENT JOB!

Synopsis

B767 CREW EXPERIENCES COMPRESSOR STALL ON LEFT ENG DURING APPROACH AND CONTINUES TO LAND WITH ENG AT IDLE.

ACN: 725085

Time / Day

Date : 200701
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SJC.Airport
State Reference : CA
Altitude.AGL.Bound Lower : 0
Altitude.AGL.Bound Upper : 5000

Environment

Flight Conditions : IMC

Aircraft : 1

Controlling Facilities.TRACON : NCT.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : B737-300
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Takeoff

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Experience.Flight Time.Last 90 Days : 160
Experience.Flight Time.Total : 6000
Experience.Flight Time.Type : 456
ASRS Report : 725085

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 166
Experience.Flight Time.Total : 8300
Experience.Flight Time.Type : 657
ASRS Report : 725084

Person : 3

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Flight Crew : Landed As Precaution
Consequence.Other : Aircraft Damaged
Consequence.Other

Assessments

Problem Areas : Aircraft
Problem Areas : Airport
Problem Areas : Environmental Factor

Narrative

PASSING THROUGH ABOUT 150 FT JUST PRIOR TO ENTERING THE CLOUD DECK, WE ENCOUNTERED A FLOCK OF ABOUT 1/2 DOZEN SEAGULLS. THE BIRDS CAME AT THE ACFT FROM THE L SIDE AND ATTEMPTED TO SCATTER AROUND US. WE HEARD SEVERAL 'THUMPS,' FOLLOWED SHORTLY AFTER BY A STRONG SMELL OF 'ROASTED SEAGULL.' I LOOKED AT THE ENG INST AND NOTICED THAT #1 VIBRATION LEVEL WAS AT LEVEL 3 WHILE #2 WAS WELL BELOW LEVEL 1. I ADVISED THE FO THAT I BELIEVED WE HAD EXPERIENCED A BIRD STRIKE AND ALSO INGESTED A BIRD DOWN #1 ENG. THE PURSER THEN CALLED ME TO ADVISE ME OF THE STRONG BURNT ODOR. I ADVISED HIM THAT WE WERE AWARE AND HAD INGESTED A BIRD ON #1, TO REMAIN SEATED, THAT WE WOULD BE RETURNING TO LAND AT SJC, AND THAT I WOULD MAKE AN ANNOUNCEMENT. WE CONTINUED TO CLB AT THE PREVIOUSLY SET REDUCED PWR TKOF AS ALL OTHER ENG INDICATIONS APPEARED NORMAL. THE TWR SWITCHED US OVER TO NORCAL AND WE CLBED TO OUR PRE-ASSIGNED DEP ALT OF 5000 FT. I DIRECTED THE FO TO TURN OFF BOTH PACKS DUE TO THE SMELL, NOTING THAT WE WOULD ONLY CLB TO 5000 FT. I ADVISED NORCAL WE HAD AN ENG BIRD INGESTION AND REQUESTED LEVEL AT 5000 FT AND RETURN TO SJC FOR LNDG AND THAT WE WERE NOT DECLARING AN EMER AT THIS TIME. WE FLEW AN ATC DIRECTED DOWNWIND R-HAND PATTERN AND THEN THE ILS TO RWY 30L. WE LANDED WITHOUT INCIDENT. THE TWR ADVISED US THAT THEIR OPS VEHICLE WAS PICKING UP PARTS OF SEAGULLS OFF THE RWY AS WELL AS METAL ACFT PARTS. AFTER SHUTDOWN AT THE GATE, WE OBSERVED THE ENG DAMAGE AND BIRD FEATHERS IN THE #1 INTAKE. SUPPLEMENTAL INFO FROM ACN 725084: ON TKOF FROM SJC JUST AFTER GEAR RETRACTION WE ENCOUNTERED A FLOCK OF SEAGULLS. WE WERE APPROX 100-150 FT AGL AND STILL OVER THE RWY. THE GULLS WERE JUST AT THE BASE OF THE SCATTERED CLOUD DECK, AND NUMBERED 6-8. AS WE PASSED THROUGH THEM WE HEARD AND FELT A THUD. SHORTLY AFTER THAT WE STARTED TO SMELL A BURNING ODOR. AS WE CONTINUED OUR CLB TO A SAFE ALT, THE FLT ATTENDANTS CHIMED US TO TELL US OF THE SAME SMELL. VIBRATION INDICATIONS ON THE #1 ENG SHOWED AROUND 3, AND WERE ABOUT TWICE THAT OF THE #2 ENG. WE LEVELED OFF AT 5000 FT AND AGREED THAT WE HAD EXPERIENCED A BIRD STRIKE. AS WE REDUCED THAT PWR SETTING, THE VIBRATIONS DECREASED AND THE REST OF THE ENG INDICATIONS APPEARED NORMAL. WE NOTIFIED DEP CTL AT THAT TIME THAT WE HAD EXPERIENCED A BIRD STRIKE AND THAT WE WOULD NEED TO RETURN TO SJC FOR AN IMMEDIATE LNDG. WE ALSO ELECTED TO SHUT DOWN THE PACKS SINCE WE WERE NEVER GOING TO EXCEED 5000 FT AND THE SMELL INDICATED THAT ONE OR BOTH PACKS MAY HAVE BIRD FOD. AT THAT POINT WE WERE ON DOWNWIND FOR SJC RWY 30L. WE BRIEFED THE ILS AND FLEW AN UNEVENTFUL APCH AND LNDG TO THAT RWY. AFTER WE LANDED, WE SHUT DOWN THE #1 ENG AFTER WE CLRED THE RWY. BY THAT TIME AN SJC OPS

VEHICLE HAD RECOVERED SEAGULL REMAINS AS WELL AS SOME METALLIC ENG PARTS. A POSTFLT INSPECTION REVEALED DAMAGED FAN BLADES AND DAMAGE TO THE BYPASS SECTION OF THE L ENG.

Synopsis

B737 STRIKES SEVERAL SEAGULLS ON DEPARTURE FROM SJC. CREW ELECTS TO RETURN AFTER ENGINE VIBRATIONS ARE NOTED.

ACN: 723130

Time / Day

Date : 200701
Day : Tue
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 3250

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Operator.General Aviation : Corporate
Make Model Name : S-76/S-76 Mark II
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 66
Experience.Flight Time.Total : 5516
Experience.Flight Time.Type : 3221
ASRS Report : 723130

Events

Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Landed As Precaution
Resolatory Action.Other
Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Aircraft

Narrative

WHILE ENRTE TO HOSPITAL FOR AN EMS INTERFAC PATIENT XFER, ACFT HAD A BIRD STRIKE TO THE MAIN ROTOR SYS, WHILE IN CRUISE FLT. ACFT WAS ENRTE FROM ZZZ ARPT TO ZZZ1, NIGHT VFR WITH HIGH LIGHT ILLUMINATION, AT 3250

FT MSL, 135 KIAS, IN CRUISE FLT, WHEN ACFT APPARENTLY HIT A LARGE PREDATORY BIRD SEVERELY DAMAGING ONE MAIN ROTOR BLADE, AND MINOR DAMAGE ON THE HORIZ STABILIZER RESULTING IN LOSS OF R SIDE POS LIGHT ASSEMBLY AND STROBE LIGHT ASSEMBLY. THESE SMALLER COMPONENTS WERE MISSING ON POSTFLT INSPECTION. DURING IMPACT, ACFT SHUDDERED MOMENTARILY AFTER WHAT SOUNDED LIKE A VERY LOUD 'THUMP' DEEP IN THE AIRFRAME. THERE WAS NO NOTICEABLE LOSS OF CTL OR CHANGE IN ROTOR DYNAMICS. AFTER A BRIEF DISCUSSION BY PIC WITH PAX, AS TO THE POSSIBILITIES OF PROBABLE BIRD IMPACT, PIC ELECTED TO ABORT THE MISSION AND RETURN BACK TO ZZZ, THE ARPT OF DEP, WHICH WAS THE NEAREST SUITABLE NIGHT LNDG AREA. RETURN FLT WAS UNEVENTFUL. A POSTFLT INSPECTION REVEALED SIGNIFICANT DAMAGE TO THE STAINLESS STEEL LEADING EDGE OF ONE MAIN ROTOR BLADE, AT APPROX 8 FT FROM THE HUB, 10-12 INCHES WIDE, 1 INCH IN DEPTH. LEADING EDGE WAS DEFORMED AND DEBONDED, BUT STILL INTACT DESPITE THIS DEFORMATION. PIC BELIEVES THAT THE PROVEN ENGINEERING AND DESIGN WAS SIGNIFICANT IN THE FACT THE BLADE DID NOT DISINTEGRATE ON IMPACT. THERE WAS MINOR DAMAGE TO THE HORIZ STABILIZER ON THE R SIDE, WHICH RESULTED IN A LOSS ON COMPONENTS. THE R SIDE POS LIGHT AND STROBE LIGHT WERE SEPARATED AND DEPARTED ON IMPACT. NO FURTHER DAMAGE WAS NOTED AFTER A THOROUGH POSTFLT AIRFRAME INSPECTION.

Synopsis

SIKORSKY S-76A PLT HAS A BIRD STRIKE, DECLARES AN EMER, AND RETURNS TO DEP ARPT.

ACN: 722450

Time / Day

Date : 200612
Day : Thu
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B737-300
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Intermediate Altitude

Person : 1

Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 151
ASRS Report : 722450

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 235
ASRS Report : 722349

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty

Person : 4

Affiliation.Company : Air Carrier
Function.Other Personnel : Dispatcher

Events

Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.None Taken : Anomaly Accepted

Consequence.Other : Aircraft Damaged
Consequence.Other

Assessments

Problem Areas : Environmental Factor

Narrative

HIT A FLOCK OF BIRDS ON DEP FROM ZZZ JUST AS WE WERE MAKING OUR FINAL FLAP RETRACTION. BOTH THE FO AND I HEARD/FELT A VERY LOUD BUMP ON THE R WINDSCREEN. WE BOTH SAW A BLUR GO BY JUST PRIOR TO IMPACT. WE IMMEDIATELY SMELLED COOKED FEATHERS FOR A VERY SHORT TIME. THE FLT ATTENDANTS RPTED SMELLING IT IN THE CABIN AS WELL. THERE WERE NO ABNORMAL ENG INDICATIONS. HOWEVER, AS WE CONTINUED TO FLY THE DEP, WE NOTICED THE FLAPS WERE NOT FULLY RETRACTED (FLAP HANDLE BTWN 1 AND 0). WE RAISED THE FLAPS AND CONTINUED TO CLB. AT THE TIME OUR AIRSPD WAS ABOUT 240-250 KIAS. I THINK THE POORLY TIMED BIRD STRIKE WAS ENOUGH TO INTERRUPT OUR FLOW. ONCE WE REACHED CRUISE ALT, WE SENT AN ACARS MESSAGE TO DISPATCH TO REQUEST MAINT WHEN WE REACHED DEST. WE WERE INVOLVED IN AN ACFT SWAP AND THE ONCOMING CREW RPTED SIGNIFICANT DAMAGE TO THE #1 ENG. I WAS SURPRISED BECAUSE THE ONLY INDICATION WE HAD WAS THE LOUD BUMP ON THE R WINDSCREEN AND BRIEF ODOR. I INSPECTED THE DAMAGE WHICH INCLUDED SIGNIFICANT DENTS ON THE #1 ENG COWLING, ONE DAMAGED FAN BLADE, BROKEN RETRACTABLE LNDG LIGHT (#1) AND LOTS OF BLOOD ON THE WING. IF I HAD KNOWN THE EXTENT OF THE DAMAGE AT THE TIME OF THE BIRD STRIKE I DEFINITELY WOULD HAVE RETURNED TO ZZZ.

Synopsis

BIRD STRIKES AT 1500 FT DURING TKOF CAUSED B737-300 ENG, WING, AND LNDG LIGHT DAMAGE.

ACN: 722035

Time / Day

Date : 200701
Day : Tue
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PHL.Airport
State Reference : PA
Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : PHL.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : Regional Jet CL65, Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach
Route In Use.Approach : Visual
Route In Use.Arrival : On Vectors

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Total : 2450
Experience.Flight Time.Type : 195
ASRS Report : 722035

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC

Events

Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.None Taken : Anomaly Accepted
Consequence.Other : Aircraft Damaged
Consequence.Other

Assessments

Problem Areas : Aircraft
Problem Areas : Environmental Factor

Narrative

ON APCH TO PHL ARPT, WE WERE AT 3000 FT MSL ON VECTORS TO A VISUAL APCH TO RWY 35. BOTH THE CAPT (PNF) AND I SAW GEESE (ABOUT 2 DOZEN) IN FORMATION CLOSE TO OUR ALT AT OUR 12 O'CLOCK POS. WE HAD NO TIME TO MANEUVER TO AVOID THE GEESE AS WE WERE STILL AT 240-250 KIAS. AS WE FLEW THROUGH THE FLOCK, WE HEARD AND FELT A THUD AS IT APPEARED WE STRUCK AT LEAST 1 GOOSE SOMEWHERE ON THE NOSE. NO ABNORMAL INDICATIONS WERE SEEN ON THE EICAS AND SYS SYNOPTIC PAGES. APPROX 2 MINS LATER, WE HEARD ANOTHER SOUND WHICH WE THOUGHT MIGHT HAVE BEEN AN ACCESS DOOR OPENING. AT NO TIME WAS ACFT CTL COMPROMISED, AND WE CONTINUED WITH A NORMAL APCH AND LNDG. AFTER BEING MARSHALLED INTO OUR GATE, THE RAMP AGENT MOTIONED FOR US TO TAKE A LOOK AT THE ACFT. UPON EXAM, WE SAW THAT 1 GOOSE IMPACTED THE RADOME JUST BELOW AND TO THE R (FO) SIDE OF CTR. THE GOOSE PUNCHED A HOLE THROUGH THE RADOME AND WAS LODGED INSIDE. ALSO, THE RADAR ANTENNA PLATE WAS HANGING OUT OF THE HOLE -- WE SURMISED THAT WAS THE SECOND SOUND WE HEARD, THAT OF IT DROPPING THROUGH THE HOLE (IT WAS BEING RETAINED SOLELY BY THE CABLE). NO OTHER SIGNS OF IMPACT OR DAMAGE WERE NOTED AROUND THE ACFT. IT APPEARED THAT NO LARGE PIECES DEPARTED THE ACFT IN FLT (THE PIECES OF DISPLACED RADOME WERE BEING HELD IN PLACE BY THE REMAINS OF THE GOOSE). THE FLT ATTENDANT AND SEVERAL PAX COMMENTED THEY HEARD/FELT THE IMPACT (1 PAX WHO WAS WAITING FOR HIS CARRY-ON BAG ASKED ME IF WE HIT A BIRD). WE OFTEN SEE BIRDS IN THIS AREA, AS THE APCH TO PHL GENERALLY FOLLOWS THE DELAWARE RIVER.

Synopsis

A CL65 AT 3000 FT SUSTAINED A GOOSE BIRD STRIKE ON ITS RADOME WHILE ON APCH TO PHL RWY 35.

ACN: 721810

Time / Day

Date : 200612
Day : Mon
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MCO.Airport
State Reference : FL
Altitude.AGL.Single Value : 0

Environment

Weather Elements : Rain

Aircraft : 1

Controlling Facilities.Tower : MCO.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : A320
Operating Under FAR Part : Part 121
Flight Phase.Ground : Takeoff Roll

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Total : 12000
Experience.Flight Time.Type : 5500
ASRS Report : 721810

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC

Events

Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Rejected Takeoff
Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Airport
Problem Areas : Environmental Factor
Problem Areas : Flight Crew Human Performance

Narrative

CLRED FOR TKOF. TOGA PWR SET. ACCELERATING THROUGH ABOUT 80 KTS CAPT (THE PF) NOTICED A FLOCK OF SEAGULLS ON THE CTRLINE OF THE RWY. THE BIRDS BEGAN TO TAKE FLT AS WE NEARED, BUT IT BECAME OBVIOUS WE WERE GOING TO TRAVEL THROUGH THE GROUP. WE HIT AT LEAST 5 BIRDS, MAYBE MORE (AUDIBLE STRIKE SOUNDS FROM THE FORWARD LOWER FUSELAGE). THE CAPT INITIATED A REJECTED TKOF AT ABOUT 90-95 KTS (I HAD JUST CALLED OUT 80 KTS -- THRUST SET). THE REJECTED TKOF WAS EXECUTED EXACTLY AS PLANNED (TRAINED). CALLED TWR DURING DECELERATION AND ADVISED. MADE PA FOR PAX TO REMAIN SEATED (3 TIMES). CLRED THE RWY, CONTACTED GND, AND RETURNED TO THE GATE FOR MAINT INSPECTION. THE ISSUE WAS WHETHER WE HAD SUSTAINED DAMAGE. DAMAGED FOUND: CRACKED TAXI LIGHT LENS. SPOKE WITH LCL ARPT AUTH IN PERSON (CAPT) AND WITH MCO APCH CTL FACILITY (FO) -- BOTH TO MAKE RPTS. CONCLUSION: THE BIRDS WERE TOO FAR AWAY TO BE SEEN PRIOR TO TKOF, THE ACFT WAS LIGHT AND WE WERE TOGA -- SO THE RATE OF ACCELERATION WAS EXTREME (TOGA PLANNED OWING TO INCLEMENT WX CONDITIONS). THERE WAS INSUFFICIENT TIME TO MODIFY THE TKOF PROFILE, OR FOR THE BIRDS TO GET OUT OF THE WAY. THE DECISION, I BELIEVE, WAS ABSOLUTELY THE CORRECT AND PROPER ONE -- AND WAS EXECUTED WITH SKILL BY THE CAPT. AFTER MAINT INSPECTION, AND DEFERRAL OF THE TAXI LIGHT, THE FLT DEPARTED WITHOUT FURTHER EXCITEMENT. NOTE: APPROX 1 HR PRIOR TO OUR EVENT, A B747 HIT A FLOCK OF BIRDS ON LNDG ON RWY 17L -- THE WX WAS CAUSING BIRDS TO TAKE TO THE GND -- AND UNFORTUNATELY OFTEN ON THE RWY(S).

Synopsis

A320 FLT CREW ENCOUNTERS BIRDS DURING TKOF ROLL, REJECTS TKOF AT MCO.

ACN: 718024

Time / Day

Date : 200611
Day : Mon
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1200

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Experimental
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 5
Experience.Flight Time.Total : 75
Experience.Flight Time.Type : 2
ASRS Report : 718024

Events

Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact
Consequence.Other : Aircraft Damaged
Consequence.Other : Physical Injury

Assessments

Problem Areas : Environmental Factor

Narrative

FLYING E FROM LAKE, UNTIL REACH THE COAST TURNED NBOUND UNTIL INLET THEN TURN W OVER THE INLET LOOKING DOWN AT THE NEW CONSTRUCTION THEN I LEVELED OUT AND THERE IT WAS, A 6 FT TURKEY VULTURE WHICH FLEW INTO THE WINDSCREEN. I SUFFERED A BROKEN NOSE AND A RUPTURED EAR DRUM.

Synopsis

PLT OF COLUMBIA 350 IS INJURED WHEN A BIRD STRIKE OCCURS INFLT.

ACN: 716944

Time / Day

Date : 200611
Day : Thu
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DFW.Airport
State Reference : TX
Altitude.AGL.Single Value : 0

Environment

Light : Dusk

Aircraft : 1

Controlling Facilities.Tower : DFW.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B757-200
Operating Under FAR Part : Part 121

Aircraft : 2

Flight Phase.Ground : Takeoff Roll

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 716944

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer

Events

Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Rejected Takeoff
Consequence.Other
Consequence.Other

Assessments

Problem Areas : Aircraft
Problem Areas : Airport
Problem Areas : Environmental Factor
Problem Areas : Flight Crew Human Performance

Narrative

NORMAL PUSHBACK, START AND TAXI. TAXIED TO RWY 18L FOR TKOF (DFW). FLOCKS OF SMALL BIRDS WERE VISIBLE WHILE ON TXWY Z AND RPTED IN AREA. ON NORMAL TKOF ROLL WE ENCOUNTERED A FLOCK OF SMALL BLACK BIRDS THAT HAD EITHER DOVE DOWN FROM ABOVE THE RWY OR FLOWN UP FROM THE W SIDE OF THE RWY. THEY WERE NOT VISIBLE WHEN WE BEGAN OUR TKOF. DUE TO THE TIME OF DAY (DUSK) WE DID NOT SEE THEM UNTIL THEY WERE NEARLY RIGHT IN FRONT OF US. THEY WERE FLYING AT APPROX 5-10 FT AGL FROM R TO L. WE WERE AT APPROX 115 KTS, OUR V1 WAS 130 KTS (OUR WT WAS 184000 LBS). WHEN IT WAS APPARENT THAT WE WERE NOT GOING TO MISS THEM I MENTALLY PREPARED TO ABORT. THE R ENG SURGED AND IT FELT AS IF A TIRE HAD BLOWN. I KNEW THEY HAD PROBABLY GONE INTO THE L SIDE AS WELL SO I ABORTED GIVEN OUR RELATIVELY LOW AIRSPD, A LONG RWY, AND THE POSSIBILITY OF A DOUBLE FLAMEOUT AND OR ENG DAMAGE. THE ENG INDICATIONS WERE NORMAL DURING REVERSE THRUST AND IDLE AND NO EICAS MESSAGES APPEARED. THE ABORT WAS NORMAL, AND NORMAL BRAKING WAS APPLIED AS WE SLOWED DOWN BELOW 80 KTS AND EXITED THE HIGH SPD AT THE S END OF TERMINAL D. WE VERIFIED WITH THE FLT ATTENDANTS THAT EVERYTHING WAS OK IN THE CABIN, WHEN WE INFORMED THAT THE R ENG HAD SHOT A FLAME AS THE BIRDS HAD GONE THROUGH IT. WE VERIFIED WITH THE FLT ATTENDANT AND THE TWR THAT THERE WAS NO FIRE NEAR THE R ENG AND SHUT IT DOWN AS A PRECAUTION WITH NORMAL ENG INDICATIONS. DUE TO THE 115 KT ABORT SPD, SHORT TAXI TIME, LIGHT ACFT WT, AND MODERATE BRAKING FOR ONLY A SHORT PERIOD WE DECIDED TO TAXI IN UNDER OUR OWN PWR.

Synopsis

B757 FLT CREW HAS MULTIPLE BIRD STRIKES DURING TKOF AND REJECTS TKOF AT DFW.

ACN: 714632

Time / Day

Date : 200610
Day : Thu
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 800

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : A319
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Initial
Route In Use.Departure.SID : ZZZ

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : Commercial
Qualification.Pilot : Flight Engineer
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 228
Experience.Flight Time.Total : 16500
Experience.Flight Time.Type : 9350
ASRS Report : 714632

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Landed In Emergency Condition
Consequence.Other : Aircraft Damaged
Consequence.Other

Assessments

Problem Areas : Environmental Factor

Narrative

NIGHT/VFR TKOF FROM RWY X AT ZZZ. PASSING 800 FT AGL IN CLB, SAW WHAT APPEARED TO BE A LARGE BIRD (GOOSE?) STREAK THROUGH LNDG LIGHTS L OF ACFT CTRLINE FOLLOWED IMMEDIATELY BY 'THUNK' SOUND AND THEN LOUD, HIGH PITCHED WHINING NOISE. CHKED ENG INSTS AND SAW FLUCTUATING OIL PRESSURE AND HIGHER VIBRATION MONITOR READING ON L ENG. SLOWLY REDUCED THRUST ON BOTH ENGS WHILE CONTINUING THE CLB TO INITIALLY ASSIGNED ALT OF 7000 FT. NOISE AND OIL PRESSURE FLUCTUATIONS WERE REDUCED AS THRUST WAS REDUCED. DECLARED AN EMER WITH DEP CTL AND ASKED FOR VECTORS BACK AROUND TO SAME RWY. XFERRED CTL OF ACFT TO FO WHILE I BRIEFED FLT ATTENDANTS AND MADE PA TO PAX. ALSO TOLD FO TO SET UP FMS FOR ILS TO RWY X AT ZZZ. TOOK CTL BACK AFTER BRIEFING FLT ATTENDANTS AND PAX. ACCOMPLISHED CHKLISTS. APCH AND LNDG UNEVENTFUL. EVIDENCE OF BIRD STRIKE FOUND IN L ENG AFTER WE PARKED AT THE GATE.

Synopsis

AN A319 FLT CREW EXPERIENCED A BIRD STRIKE IN THE L ENG ON TKOF. WITH ABNORMAL OIL PRESSURE AND VIBRATION, THE CREW SHUT DOWN THE ENG, DECLARED AN EMER, AND RETURNED TO LAND AT DEP ARPT.

ACN: 714540

Time / Day

Date : 200610
Day : Fri
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 5000

Environment

Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : B757-200
Operating Under FAR Part : Part 121
Navigation In Use.Other : FMS or FMC
Flight Phase.Climbout : Initial

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 714540

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer

Person : 3

Affiliation.Government : FAA
Function.Controller : Departure

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Landed In Emergency Condition

Assessments

Problem Areas : Aircraft

Narrative

FO WAS FLYING THE LEG FROM ZZZ TO ZZZ1. AFTER THE FLAPS WERE RETRACTED AND WE WERE GIVEN A HDG OFF THE SID, AT ABOUT 5000 FT, HE BROUGHT TO MY ATTN THAT THE OIL PRESSURE ON THE #1 ENG WAS ZERO AND WAS HIGHLIGHTED IN RED. I DECLARED AN EMER WITH DEP CTL AND TOLD THEM WE WOULD BE RETURNING TO ZZZ FOR AN IMMEDIATE LNDG. AS PER THE PREFLT BRIEFING, THE FO FLEW THE ACFT AND HANDLED THE ATC RADIOS. I REFERRED TO THE QRH, SHUT DOWN THE L ENG AS DIRECTED, BRIEFED THE FLT ATTENDANTS, MADE A PA TO THE PAX, CONTACTED DISPATCH, THEN FOLLOWED THROUGH WITH THE MECHANICAL CHKLIST. I SPOKE WITH THE ARFF CHIEF ON THE DISCRETE RADIO FREQ AND TOLD HIM THAT WE PLANNED ON STOPPING THE ACFT AND HAVING THEM LOOK US OVER, AFTER LNDG. WE ALSO STRUCK 2 BIRDS IN THE FLARE. THIS WAS RPTD TO THE TWR, WHO HAD AIRFIELD MGMNT SEARCH THE RWY. THEY FOLLOWED US TO THE GATE AND TOLD ME THAT THEY HAD FOUND 2 DOVES ON THE RWY. WE LANDED AT 202000 LBS, WHICH WAS 4000 LBS OVER MAX LNDG WT. THE TOUCHDOWN RATE WAS 100 FPM AND VERY SMOOTH. AFTER LNDG WE STOPPED THE ACFT AND THE ARFF CREW INSPECTED THE ACFT AND FOUND NO VISIBLE ABNORMALITIES. WE RECEIVED CLRNC TO TAXI TO GATE AND WERE FOLLOWED BY THE ARFF CREW AND AIRFIELD MGMNT. AFTER ARRIVING AT THE GATE, A MAINT SUPVR MET THE ACFT. THE OIL QUANTITY READ 18 QUARTS IN THE L ENG, WHICH MAY INDICATE A FAILURE OF A PUMP OR XMITTER, RATHER THAN A BUSTED LINE. I CALLED DISPATCH ON THE RADIO AND ANSWERED ALL OF HIS QUESTIONS, THEN FILLED OUT THE LOGBOOK, WITH 3 ENTRIES, LOSS OF OIL PRESSURE IN THE L ENG, OVERWT LNDG, AND BIRD STRIKE.

Synopsis

A B757-200 FLT CREW EXPERIENCED LOSS OF OIL PRESSURE ON TKOF. THEY DECLARED AN EMER AND RETURNED TO LAND OVERWT AT DEP ARPT, STRIKING 2 BIRDS IN THE LNDG FLARE.

ACN: 714222

Time / Day

Date : 200610
Day : Wed
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : SDF.Airport
State Reference : KY
Altitude.AGL.Single Value : 100

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : SDF.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : B737-300
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Takeoff

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 201
Experience.Flight Time.Type : 201
ASRS Report : 714222

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 243
Experience.Flight Time.Type : 243
ASRS Report : 714036

Person : 3

Affiliation.Government : FAA
Function.Controller : Departure

Events

Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolutive Action.Controller : Provided Flight Assist
Resolutive Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Flight Crew : Landed As Precaution
Consequence.Other : Aircraft Damaged
Consequence.Other

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

WE TOOK OFF FROM SDF ON RWY 17R AND JUST SECONDS AFTER LIFTOFF, WE BOTH NOTICED HUNDREDS MAYBE EVEN THOUSANDS OF BLACKBIRDS THAT STARTED TO SCATTER IN FRONT OF US. THEY WERE ON THE RWY AS WELL AS ON THE GRASS. WE HAD MINIMAL TIME TO REACT SAFELY. JUST ABOUT THE TIME WE STARTED TO RAISE THE GEAR WE TOOK AT LEAST 5-6 BIRD STRIKES ALL OVER THE ACFT. ENG INDICATIONS REMAINED NORMAL AND I MAINTAINED NORMAL CLB ATTITUDE. 10 SECONDS AFTER THE IMPACT, ALL 3 OF US SMELLED SMOKE INSIDE THE COCKPIT. I ASKED THE FO TO CALL THE FLT ATTENDANTS IN BACK AND ASK THEM IF THEY SMELL OR SEE ANY SMOKE. THEY BOTH SAW AND SMELLED IT IN THE CABIN. AT 1000 FT I CALLED FOR 'FLAPS 1 DEG, CLB THRUST.' DUE TO POSSIBLE STRUCTURAL DAMAGE TO THE AIRFRAME AND GIVEN THAT SMOKE WAS PRESENT IN THE CABIN AND COCKPIT, I THEN DIRECTED THE FO TO TELL THE CTLR THAT WE ARE RETURNING BACK SDF. AS I CLBED THE ACFT AND ACCELERATED I CALLED FOR 'FLAPS UP' AND ALSO MOTIONED TO THE FO. AS I SAID AND DID THIS, THE FO WAS TALKING TO THE CTLR ON THE RADIO FOR TURN-BACK HDG AND ALT. THEY ASSIGNED US 3000 FT AND A 360 DEG HDG FOR A LNDG ON RWY 17L. DURING THIS TIME THE FO DID NOT HEAR THE COMMAND AND DID NOT RETRACT THE FLAPS. SINCE I WAS BUSY FLYING THE AIRPLANE, I DID NOT NOTICE THAT HE DID NOT RAISE THE FLAPS. WE TURNED TO A NORTHERLY HDG AND LEVELED OFF AT 3000 FT. ON THE DOWNWIND LEG, WE NOTICED THAT WE STILL HAD THE FLAPS AT 1 DEG AND WE WERE DOING 240 KIAS. I IMMEDIATELY REDUCED OUR SPD AND CALLED FOR 'FLAPS UP.' I TOLD THE FO TO TELL THE FLT ATTENDANTS TO KEEP THE CABIN SECURE, AND WE WILL LET THEM KNOW ABOUT A POSSIBLE EVAC. AT THIS TIME THEY TOLD US THAT THEY NO LONGER COULD SMELL OR SEE SMOKE IN THE CABIN AND WE ALSO DID NOT SMELL ANY MORE SMOKE. AFTER THE CALL TO THE FLT ATTENDANTS, I TOLD THE FO TO MAKE A PA EXPLAINING OUR SITUATION AND TO REMAIN SEATED. I HAD THE FO DO MOST OF THE RADIO AND PA WORK WHILE I FLEW THE ACFT. WE COMPLETED THE DSCNT CHKLIST AND WERE GIVEN A VISUAL APCH TO RWY 17L. AT THIS TIME WE WERE OVERWT BUT BECAUSE WE INITIALLY HAD SMOKE INSIDE THE CABIN, I DECIDED TO MAKE A LNDG IN EXCESS OF OUR 114000 LB LIMITATION ASAP.

Synopsis

B737-300 FLT CREW HAS MULTIPLE BIRD STRIKES ON TKOF AND RETURNS TO LAND AT SDF.

ACN: 711183

Time / Day

Date : 200609
Day : Sat
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : OAK.Airport
State Reference : CA
Altitude.MSL.Single Value : 10

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.Tower : OAK.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B737-700
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Takeoff

Component : 1

Aircraft Component : Pitot-Static System

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 170
Experience.Flight Time.Total : 20500
Experience.Flight Time.Type : 17000
ASRS Report : 711183

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Inflight Encounter : Birds

Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Landed As Precaution

Assessments

Problem Areas : Aircraft
Problem Areas : Environmental Factor

Narrative

BIRD STRIKE ON ROTATION RWY 29 OAK. IMMEDIATELY GOT STICK SHAKER AND INDICATED AIRSPD DISAGREEMENT WARNINGS. FO'S AIRSPD WAS 60 KTS LESS THAN THE CAPT AND STANDBY INDICATORS. DURING VECTORS FOR A DOWNWIND RETURN TO OAK BOTH EEC'S WENT TO 'ALTERNATE MODE.' WE THEN EXPERIENCED A LOSS OF FMC ON THE FO'S SIDE. COMPLETED ALL CHKLISTS AND MADE A RETURN LNDG AT OAK RWY 29. POSTFLT INSPECTION REVEALED THE BIRD HIT THE UPPER PITOT TUBE ON THE FO'S SIDE.

Synopsis

B737 DEPARTING OAK BIRD STRIKE AT ROTATION AND RETURNS TO FIELD.

ACN: 709935

Time / Day

Date : 200609
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SFO.Airport
State Reference : CA
Altitude.MSL.Single Value : 8500

Environment

Aircraft : 1

Controlling Facilities.TRACON : NCT.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : B757-200
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Initial

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Total : 20000
Experience.Flight Time.Type : 5100
ASRS Report : 709935

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer

Person : 3

Affiliation.Company : Air Carrier
Function.Maintenance : Technician

Events

Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.None Taken : Anomaly Accepted
Consequence.Other : Aircraft Damaged
Consequence.Other

Assessments

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Narrative

PASSING APPROX 8500 FT IN CLB N OF SFO, HAD A BIRD STRIKE. ALL ACFT PARAMETERS NORMAL, CONTINUED FLT TO SEA. ENTERED BIRD STRIKE INTO ACFT LOG SYS MRM VIA ACARS. AFTER BLOCK-IN SEA, MAINT INSPECTED THE ACFT AND FOUND THE BIRD HAD STRUCK THE RADOME. THE RADOME WAS DAMAGED BEYOND DEFERRAL.

Synopsis

BIRD STRIKE ON DEP RESULTS IN DAMAGE TO RADOME ON B757-200.

ACN: 708057

Time / Day

Date : 200608
Day : Tue
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Intersection : LUXOR
State Reference : NY
Altitude.MSL.Single Value : 12000

Environment

Flight Conditions : VMC

Aircraft : 1

Controlling Facilities.TRACON : L30.TRACON
Make Model Name : A320
Operating Under FAR Part : Part 121
Navigation In Use.Other : FMS or FMC
Flight Phase.Descent : Intermediate Altitude
Route In Use.Arrival.STAR : GRANPA 1

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Total : 17000
Experience.Flight Time.Type : 3500
ASRS Report : 708057

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer

Events

Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.None Taken : Anomaly Accepted
Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Environmental Factor

Narrative

LEVEL AT 12000 FT, 250 KTS APCHING LUXOR INTXN WHEN THE FLT CREW HEARD A LOUD THUD IN THE FORWARD PART OF THE FUSELAGE. CALLED FLT ATTENDANT TO ASK IF NOISE WAS HEARD AND REPLY WAS FROM FORWARD PART OF CABIN. ALL ENG AND ACFT SYS OPERATED NORMALLY AND THERE WAS NO ADVERSE NOISE. FO SENT IN CODE FOR LOUD THUD. INSPECTED ACFT AT GATE AND FOUND LARGE 14 INCH DIAMETER IMPRESSION WITH A TEAR INTO THE RADOME STRUCTURE JUST BELOW THE CTR OF THE RADOME. IMPRESSION WAS COVERED WITH BLOOD FROM BIRD STRIKE. BIRD LOOKS LIKE IT BOUNCED DOWN UNDER ACFT. NO OTHER DAMAGE WAS FOUND.

Synopsis

AN A320 ON DSCNT INTO LAS STRUCK A BIRD ON THE RADOME, CAUSING A 14 INCH DIAMETER DENT.

ACN: 706269

Time / Day

Date : 200608
Day : Mon
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 50

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Operator.General Aviation : Corporate
Make Model Name : Gulfstream II
Operating Under FAR Part : Part 135
Navigation In Use.Other : Pilotage
Flight Phase.Climbout : Takeoff
Route In Use.Departure : On Vectors

Component : 1

Aircraft Component : Turbine Engine

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : Commercial
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Total : 6000
Experience.Flight Time.Type : 400
ASRS Report : 706269

Person : 2

Affiliation.Company : Corporate
Function.Flight Crew : First Officer

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Inflight Encounter : Birds
Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Controller : Provided Flight Assist
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Landed As Precaution
Consequence.Other

Assessments

Problem Areas : Aircraft

Narrative

IMMEDIATELY AFTER ROTATION, ACFT INGESTED A SEAGULL IN THE L ENG. THE ENG HAD SEVERAL (ESTIMATED 15-20) COMPRESSOR STALLS. THE ENG WAS USELESS AND THE FLT WAS ESSENTIALLY A SINGLE ENG OP. I WAS ABLE TO CLB OUT AT V2 DURING THE COMPRESSOR STALLS THAT CAUSED THE AIRPLANE TO SHAKE VIOLENTLY (THINK SEVERE TURB). AN EMER WAS DECLARED AND WE WERE VECTORED TO ZZZ AND LANDED SAFELY. HIGH SPD ABORT WAS NOT AN OPTION. I SAW THE BIRDS AT ABOUT 100-110 KTS AND AT THAT SPD I AM NOT CONFIDENT THAT I WOULD HAVE BEEN ABLE TO STOP THE ACFT ON THE REMAINING RWY.

Synopsis

GULFSTREAM G11B FLT CREW HAS A BIRD INGESTED IN THE L ENG DURING TKOF, DECLARES EMER AND DIVERTS FOR LNDG.